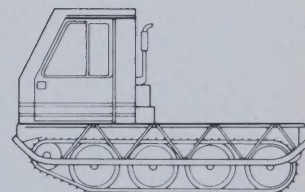
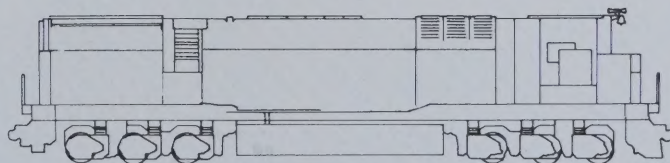
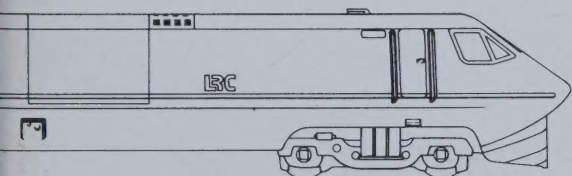
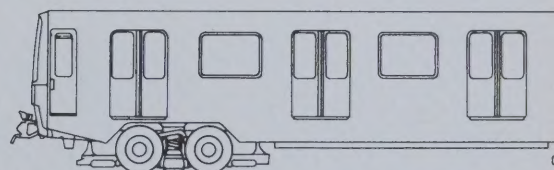
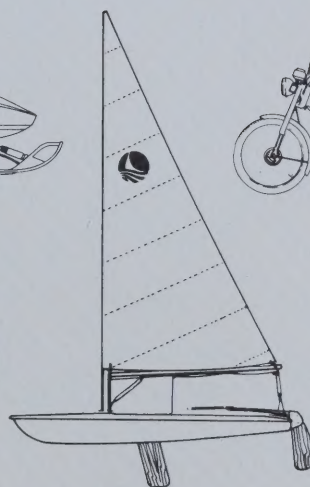
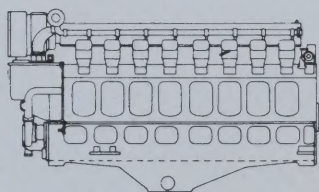
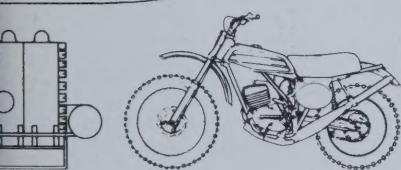
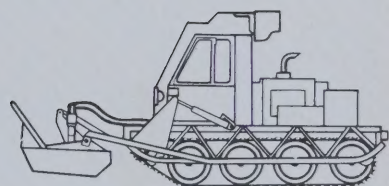
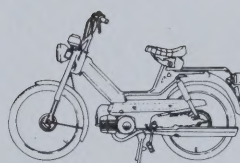
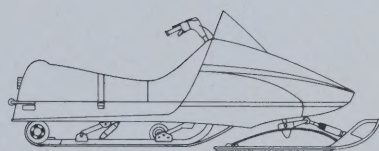
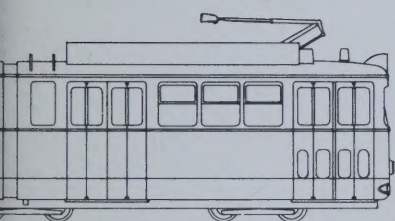




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LE GROUPE BOMBARDIER – MLW 1976

THE BOMBARDIER – MLW GROUP



MLW-WORTHINGTON LIMITED

ANNUAL REPORT

Year ended
December 31, 1975
and the month ended
January 31, 1976



TO THE SHAREHOLDERS

The Company changed in 1975. These changes have launched MLW into a new and challenging future as a member of an integrated manufacturing complex shared with Bombardier Limited. This complex, now effectively known as the Bombardier-MLW Group, has begun working as a combined marketing and manufacturing unit. All sectors of the organization are benefitting from access to the integrated resources of both Bombardier and MLW.

As part of the transition, the MLW-Worthington Limited fiscal year end has been changed to January 31st. As a consequence, the Financial Reports for this year refer to both the statement of financial results for the year ended December 31, 1975, and for the one month ended January 31, 1976.

Financial Results

These comments will refer principally to the year ended December 31, 1975, as the one month period is too short a time to accurately reveal the performance of the Company.

Consolidated net income of MLW-Worthington Limited for the year ended December 31, 1975 amounted to \$1,457,513, or \$1.82 per share compared with \$1,565,062, or \$1.96 per share in 1974.

1975 was a year of record billing. Sales totalled \$81,776,934, up from \$54,664,414 in 1974. Substantial gains were made in heat transfer products, marine and stationary engines and support products.

Although 1975 billing increased from 1974, results were unfavourably influenced by lower profits due to inflation of costs. Reduced earnings were mainly attributable to the necessity of executing fixed price contracts, increased costs and higher interest charges.

The backlog of unfilled orders at the end of 1975 amounted to \$115.3 million compared with \$109.2 million at the end of 1974.

Operations Activities

MLW Industries, the operating division concerned with the manufacture of locomotives, engines and heat transfer products, moved forward last year. New programs to improve productivity and to modernize the plant and equipment have been implemented. A capital expenditure program of considerable size was undertaken, which includes a new test facility for diesel engines, as well as other equipment. The objective of this program is to obtain a better rate of return, achieve faster deliveries of our products and improve working conditions for our employees.

Market prospects appear excellent for heat exchangers, product support and for stationary and marine diesel engines. Some softness has been indicated in the locomotive market.

The traditional flexibility of this organization in terms of what we can offer customers, particularly in the overseas market, continues to be one of our strengths.

Partly because inflation in Canada continues at rates in excess of those of our foreign competitors, it is necessary for us to pursue cost reduction programs with vigour. New approaches are now being made to streamline plant production procedures.

To achieve stable and effective utilization of the technical and productive capabilities of MLW and those of Bombardier in the transportation field, the Transportation Marketing Division has been established. As a result, new initiatives have been taken in marketing transit cars, diesel locomotives, high speed trains and diesel engines for use in marine and power generation applications. To provide more efficient service back-up for equipment in the field, improvements in the product support program have been established.

Anti-Inflation Program

The Company supports the spirit of the Federal Government's Anti-Inflation Program, which became effective last October. As an exporter of many products, MLW is cognizant of the need to make Canadian products and services more competitive in price on the world market. It is possible, however, that an inadvertent conflict with regulations set out by the Anti-Inflation Board may be encountered. AIB guidelines restrict growth of profits. Since certain of our products entering the export market have been less profitable than others, we are faced with limitations on profits which we expect to improve by reason of better and more efficient operations. If the Company cannot reinvest such profits to increase its productivity, its competitive position in the world market will be endangered. We believe that as the Anti-Inflation Board becomes more familiar with the special problems in the export market created by its present regulations, the necessary amendments will be made to the AIB rules.

Integration

Steps for integration, at the administrative level, with Bombardier Limited have almost been finalized. At a Special General Meeting on September 26th, 1975, the shareholders confirmed three new by-laws whereunder the authorized capital of the Company was increased to 4,000,000 shares, the fiscal year end of the Company was changed to January 31st, and the number of directors was increased from eleven to fifteen. In December, the Company made a share exchange offer to the shareholders of Bombardier Limited, which was accepted by Les Entreprises de J. Armand Bombardier Ltée, principal Bombardier shareholder, in February, 1976. The offer expired April 19, 1976 by which date over 94% of the shares had been tendered, making it possible for MLW-Worthington Limited to avail itself of the provisions of Section 136 of the Canada Corporations Act to acquire the balance. This action is another step towards the integration of the two Companies.

A New Name

So that the nature of the group represented by this integration can be better identified, shareholders of MLW-Worthington Limited will be asked at a Special General Meeting on June 22, 1976, to confirm a by-

law changing the name of the Company to Bombardier-MLW Ltd.

The New Structure

The new organizational structure of the Bombardier-MLW Group emphasizes the autonomy of the three main operating sectors: Bombardier Limited and its subsidiaries, MLW Industries Division, and the Transportation Marketing Division. The activities, services and products already produced will be developed to their fullest potential and new opportunities will be explored — whether in the form of new acquisitions or joint ventures — so that maximum utilization of the integrated resources of the Bombardier-MLW Group can be achieved. A centralized corporate executive team acts as a coordinating and supportive leader to the divisions and subsidiaries, and has as its major role the long term planning of strategy for increasing the profitable employment of the Group's combined resources.

Management

Since the last Annual Report, the following new directors joined our Board: André Bombardier, John Ney Cole, Raymond David, Jean-Louis Fontaine, Jean-Paul Gagnon, J. Lorne Gray, Ivan J. Kilpatrick, Pierre Legrand, Q.C., the Honourable Jean-Luc Pepin, P.C. and S. Simon Reisman. On October 14, 1975, the Honourable Jean-Luc Pepin resigned from the Board of Directors in order to assume his appointment as Chairman of the Anti-Inflation Board.

Also, the following management appointments were made: J. Claude Hébert, Chairman of the Board and Chief Executive Officer; Laurent Beaudoin, President and Chief Operating Officer; Ivan J. Kilpatrick, Executive Vice President; Robert L. Grassby, Vice President and President, MLW Industries Division; Henry Valle, Vice President and President, Transportation Marketing Division; Charles Leblanc, Q.C., Vice President, Administration; and Pierre Poitras, Vice President, Finance and Treasurer.

In Appreciation

We wish to thank the many people associated with the whole Bombardier-MLW Group. To our shareholders, we wholeheartedly thank you for your confidence in our abilities, and to our customers and suppliers, we extend our thanks for your continued support. Of special importance are our employees, whose efforts to produce quality products and services are much appreciated. We look forward to an interesting and rewarding future for the Bombardier-MLW Group with you all.

J. CLAUDE HÉBERT,
Chairman and
Chief Executive Officer

LAURENT BEAUDOIN,
President and
Chief Operating Officer

Montreal, Canada, June 4, 1976

AUDITORS' REPORT

To the Shareholders,
MLW-Worthington Limited:

We have examined the consolidated balance sheets of MLW-WORTHINGTON LIMITED (a Canada corporation) AND SUBSIDIARIES as of January 31, 1976, December 31, 1975 and 1974, and the related consolidated statements of income, retained earnings and changes in financial position for the month ended January 31, 1976 and for the years ended December 31, 1975 and 1974. Our examinations included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion, the accompanying consolidated financial statements present fairly the financial position of MLW-Worthington Limited and subsidiaries as of January 31, 1976, December 31, 1975 and 1974, and the results of their operations and the changes in their financial position for the month ended January 31, 1976 and for the years ended December 31, 1975 and 1974, in accordance with generally accepted accounting principles consistently applied during the periods.

Arthur Andersen & Co.
Chartered Accountants
March 12, 1976.

CONSOLIDATED STATEMENTS OF INCOME

for the month ended January 31, 1976 and
for the years ended December 31, 1975 and 1974

	Month ended January 31, 1976 (Note 1)	Year ended December 31,	
		1975	1974
NET BILLINGS TO CUSTOMERS (Note 7)	\$ 7,769,475	\$81,776,934	\$54,664,414
COST OF PRODUCTS SOLD (including depreciation 1976 — \$19,152, 1975 — \$416,520, 1974 — \$357,277)	7,248,525	73,622,817	48,634,797
Gross profit	\$ 520,950	\$ 8,154,117	\$ 6,029,617
ADMINISTRATIVE, SELLING, PRODUCT DEVELOPMENT AND GENERAL EXPENSES	522,196	5,613,890	3,386,569
Income (loss) from operations	\$ (1,246)	\$ 2,540,227	\$ 2,643,048
PROVISION FOR (RECOVERY OF) INCOME TAXES:			
Current	\$ (2,561)	\$ 910,869	\$ 776,553
Deferred	—	171,845	301,433
	\$ (2,561)	\$ 1,082,714	\$ 1,077,986
NET INCOME	\$ 1,315	\$ 1,457,513	\$ 1,565,062
EARNINGS PER SHARE	\$ —	\$ 1.82	\$ 1.96

The accompanying notes are an integral part of these consolidated financial statements.

CONSOLIDATED STATEMENTS OF RETAINED EARNINGS

for the month ended January 31, 1976 and
for the years ended December 31, 1975 and 1974

	Month ended January 31, 1976 (Note 1)	Year ended December 31,	
		1975	1974
BALANCE AT BEGINNING OF PERIOD	\$17,316,519	\$16,359,006	\$15,393,944
ADD: Net income	1,315	1,457,513	1,565,062
	\$17,317,834	\$17,816,519	\$16,959,006
DEDUCT: Dividends on common shares (1975 — \$0.62½ per share 1974 — \$0.75 per share)	—	500,000	600,000
BALANCE AT END OF PERIOD	\$17,317,834	\$17,316,519	\$16,359,006

The accompanying notes are an integral part of these consolidated financial statements.

CONSOLIDATED STATEMENTS OF CHANGES IN FINANCIAL POSITION

for the month ended January 31, 1976 and
for the years ended December 31, 1975 and 1974

	Month ended January 31, 1976 (Note 1)	Year ended December 31,	
		1975	1974
FUNDS WERE PROVIDED BY:			
Net income	\$ 1,315	\$ 1,457,513	\$ 1,565,062
Non-cash items included in net income —			
Depreciation	19,152	416,520	357,277
Increase in deferred income taxes	—	152,845	225,664
Decrease (increase) in unamortized past-service pension costs	1,597	(5,939)	(6,481)
Net income of subsidiaries	—	—	(43,555)
	\$ 22,064	\$ 2,020,939	\$ 2,097,967
Proceeds from sale of investments in subsidiaries	—	—	252,396
Total funds provided	\$ 22,064	\$ 2,020,939	\$ 2,350,363
FUNDS WERE USED FOR:			
Additions to buildings, machinery and equipment — net	\$ 276,245	\$ 1,810,694	\$ 811,112
Dividends on common shares	—	500,000	600,000
Total funds used	\$ 276,245	\$ 2,310,694	\$ 1,411,112
INCREASE (DECREASE) IN WORKING CAPITAL	\$ (254,181)	\$ (289,755)	\$ 939,251
WORKING CAPITAL AT BEGINNING OF PERIOD	17,619,463	17,909,218	16,969,967
WORKING CAPITAL AT END OF PERIOD	\$17,365,282	\$17,619,463	\$17,909,218

The accompanying notes are an integral part of these consolidated financial statements.

CONSOLIDATED BALANCE SHEETS

as of January 31, 1976, December 31, 1975
and December 31, 1974

ASSETS

	January 31, 1976 (Note 1)	December 31,	
		1975	1974
CURRENT ASSETS:			
Cash	\$ 25,072	\$ 110,157	\$ 517,019
Accounts and notes receivable (Note 5)	20,444,625	17,704,740	11,388,575
Inventories, at the lower of cost or net realizable value (Note 5)	40,222,296	39,920,950	27,618,031
Prepaid expenses	173,326	187,429	210,140
Accounts receivable from affiliated companies	—	—	201,424
	\$60,865,319	\$57,923,276	\$39,935,189

FIXED ASSETS:

Land, buildings, machinery and equipment, at cost	\$16,612,133	\$16,335,888	\$14,801,273
Less — Accumulated depreciation	10,749,281	10,730,129	10,589,688
	\$ 5,862,852	\$ 5,605,759	\$ 4,211,585

DEFERRED CHARGES — Unamortized past-service pension costs	\$ 217,135	\$ 218,732	\$ 212,793
	\$66,945,306	\$63,747,767	\$44,359,567

The accompanying notes are an integral part of these consolidated financial statements.

LIABILITIES AND SHAREHOLDERS' EQUITY

	January 31, 1976 (Note 1)	December 31,	
		1975	1974
CURRENT LIABILITIES:			
Bank loans (Note 5)	\$19,000,000	\$17,500,000	\$ 2,880,000
Accounts payable	11,571,204	10,023,748	7,964,228
Accrued liabilities	2,647,662	2,335,538	1,585,605
Advances received on contracts	10,092,627	10,252,785	9,076,603
Income and other taxes	188,544	191,742	197,371
Accounts payable to affiliated companies	—	—	162,164
Dividends payable	—	—	160,000
	\$43,500,037	\$40,303,813	\$22,025,971
DEFERRED INCOME TAXES	\$ 1,327,435	\$ 1,327,435	\$ 1,174,590
SHAREHOLDERS' EQUITY:			
Common stock without nominal or par value —			
4,000,000 shares authorized (Note 3)			
800,000 shares issued and fully paid	\$ 4,800,000	\$ 4,800,000	\$ 4,800,000
Retained earnings	17,317,834	17,316,519	16,359,006
	\$22,117,834	\$22,116,519	\$21,159,006
	\$66,945,306	\$63,747,767	\$44,359,567

Approved on behalf of the Board:

Laurent Beaudoin, Director

J. Claude Hébert, Director

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

for the month ended January 31, 1976 and
for the years ended December 31, 1975 and 1974

1. Change in financial year-end

The financial year-end of the Company was changed from December 31, to January 31. Financial statements for the month ended January 31, 1975 are not presented as management believes that their presentation would not be meaningful.

2. Summary of significant accounting policies

a) Principles of consolidation

The consolidated financial statements include the assets and liabilities and results of operations and changes in financial position of the Company's wholly-owned subsidiaries MLW Services Limited and MLW-U.S. Inc.

b) Research and development costs

Research and development expenditures are charged against earnings in the year in which they are incurred. Although the benefits of such expenses may only be realized in later years, it is Company policy to write off these expenses as incurred and have subsequent years reflect the results of developments.

c) Advances on contracts

The Company has been able to secure advance payments to help finance the cost on several foreign locomotive and certain heat transfer product contracts. The accounting treatment of these advances is to show that portion relating to the unbilled contract as a current liability with a corresponding amount represented by either cash or inventories. As shipments are made, the related amount of the advance payment is removed from current liabilities and becomes a reduction of gross accounts receivable.

d) Financing of contracts

Normally the Company does not finance long-term contracts. The Canadian Government, through the Export Development Corporation and the Canadian International Development Agency has provided financing arrangements competitive with those offered by other export-oriented countries. Under these arrangements, the Company is paid within a relatively short time after delivery.

e) Warranty costs

The Company policy on warranties provides an amount which, at any point in time, will be sufficient to cover expected normal warranty costs on products shipped up to that point. To determine the adequacy of this amount, the number of months of unexpired warranty is costed on a most recent experience basis and compared with the actual provision.

f) Pension costs

The cost of Company pension plans is stated on an accrual basis. Current year earnings are charged with that year's costs of future pension benefits (normal service costs) and an amortized amount of unfunded past-service costs. The amounts charged are based on annual actuarial evaluations and, in the case of past-service costs, in accordance with government regulations, which require all past-service pension costs to be completely funded by 1990. Unfunded past-service pension costs at January 31, 1976 were estimated at \$1,095,000 which will be charged, together with interest, by annual amounts against operations over the next fifteen years. In addition to this amount, \$217,000 has been paid into the pension funds and is included in the assets in the balance sheet, representing the balance of prepayments made in prior years. The amortization of the prepayments, together with the annual amount of unfunded past-service costs, will constitute the annual charge for the next fifteen years.

g) Depreciation policy

Depreciation expense is calculated on the straight-line method. The rates, which have been consistently applied, represent the expected average useful life of each class of fixed assets.

3. Change in capitalization

On October 3, 1975, Supplementary Letters Patent were granted to the Company increasing its authorized share capital from 2,000,000 to 4,000,000 common shares.

4. Commitments and contingent liabilities

The Company has a lease of real property for a term expiring on January 31, 1978. Total rental expense for the month ended January 31, 1976 amounted to \$4,044 and to \$48,531 for the years ended December 31, 1975 and 1974. Minimum yearly rentals for the remaining years will be: 1977 — \$48,531; 1978 — \$48,531.

Additional commitments for capital expenditures in the amount of approximately \$642,000 were outstanding at January 31, 1976.

On December 17, 1975, the Company made a formal Offer to the holders of Class A and Class B Common shares of Bombardier Limited, to exchange their shares for shares of MLW-Worthington Limited. The basis of this Offer was 1 common share of MLW-Worthington Limited for 5.25 Class A or 5.25 Class B Common shares of Bombardier Limited. As of January 31, 1976 over 76% of the outstanding shares of Bombardier Limited had either been deposited or pledged in connection with this Offer.

5. Bank loans

In October and November 1975, the Company granted security to its bankers by way of a general assignment of book debts and inventories.

6. Remuneration of directors and senior officers

	Month ended January 31, 1976		Year ended December 31,			
			1975		1974	
	Number	Remuneration	Number	Remuneration	Number	Remuneration
Directors	15	\$ 4,300	15	\$ 41,100	11	\$ 11,600
Officers	9	\$ 16,131	9	313,122	9	384,623

Five of the officers were also directors.

7. Sales by class of business

The Company's net billings by class of business are as follows:

	Month ended January 31, 1976		Year ended December 31	
			1975	1974
Transportation	\$ 7,079,325		\$74,608,284	\$50,175,060
Heat transfer and general	690,150		7,168,650	4,489,354
	\$ 7,769,475		\$81,776,934	\$54,664,414

8. Anti-inflation act

The Anti-Inflation Act, effective October 14, 1975, provides for the restraint of profit margins, prices, dividends and compensation. The Company and its domestic subsidiary are subject to the Act and the related Regulations and in the opinion of management, the Company and its domestic subsidiary have no material unrecorded or contingent liability in connection with the aforementioned legislation.

FIVE-YEAR FINANCIAL REVIEW

(in thousands of dollars, except the data per common share and the other statistics)

OPERATIONS

	1975	1974	1973	1972	1971
Net billings to customers	\$ 81,777	\$ 54,664	\$ 58,954	\$ 55,475	\$ 42,057
New order bookings	87,856	101,484	64,475	56,139	61,699
Unfilled order backlog	115,301	109,222	62,402	56,881	56,217
Income before taxes	2,540	2,643	2,927	2,954	1,725
Net income	1,458	1,565	1,927	1,712	970
Dividends	500	600	480	480	480
Number of employees	1,400	1,238	1,276	1,209	1,030

FINANCIAL CONDITION

Current assets	\$ 57,923	\$ 39,935	\$ 35,632	\$ 29,340	\$ 29,483
Current liabilities	40,304	22,026	18,662	16,930	18,147
Working capital	17,619	17,909	16,970	12,410	11,336
Additions to plant & equipment	1,811	811	608	499	786
Net plant & equipment	5,606	4,212	3,758	3,440	3,329
Shareholders' equity	22,117	21,159	20,194	18,747	17,515

CAPITAL STOCK

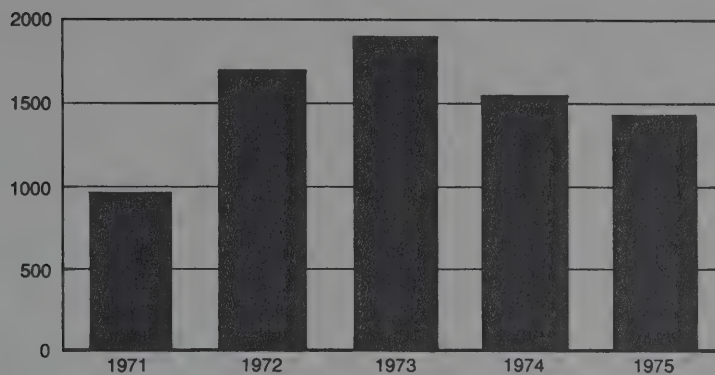
Number of shareholders	311	1,670	1,777	2,002	2,201
Number of common shares outstanding	800,000	800,000	800,000	800,000	800,000
Net income per common share	\$1.82	\$1.96	\$2.41	\$2.14	\$1.21
Dividends per common share	.62½	.75	.60	.60	.60
Equity per common share	27.65	26.45	25.24	23.43	21.89
Return on shareholders' equity	6.6%	7.4%	9.5%	9.1%	5.5%

NOTE: The above figures have been restated for 1971 and 1972. The net assets and net income for Worthington (Canada) Ltd. are now only reflected in the income and shareholders' equity figures.

FIVE-YEAR CHARTS

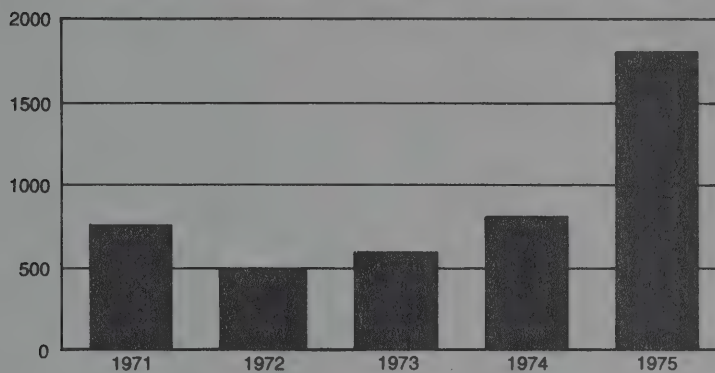
Net Profits

(thousands of dollars)



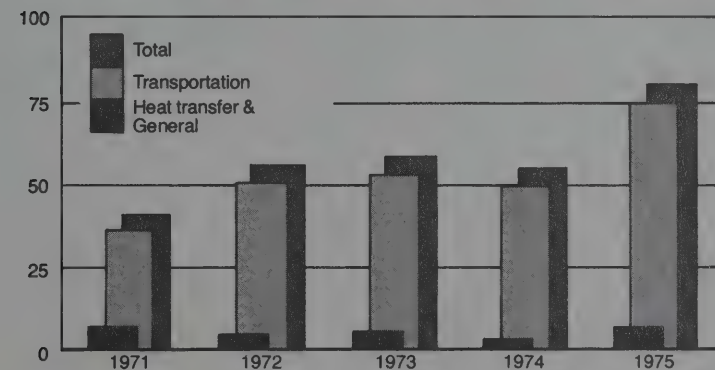
Capital Expenditures

(thousands of dollars)



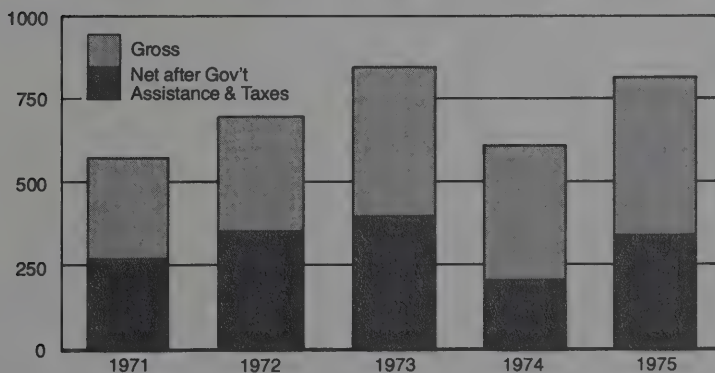
Billings to Customers

(millions of dollars)



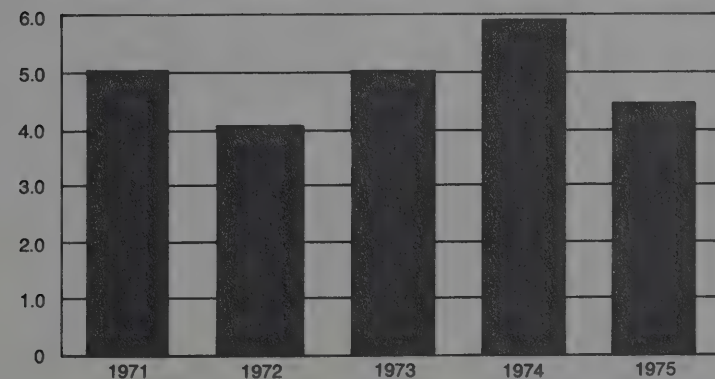
Research and Development

(thousands of dollars)



Administrative, Selling and General Expenses

(percent of billings)



CORPORATE DATA

BOARD OF DIRECTORS

†Philippe de Gaspé Beaubien

*Laurent Beaudoin

André Bombardier

Henry M. Bourcier

John Ney Cole

*Raymond David

Jean-Louis Fontaine

†Jean-Paul Gagnon

Robert L. Grassby

*J. Lorne Gray

*J. Claude Hébert

*Ivan J. Kilpatrick

Pierre Legrand, Q.C.

†S. Simon Reisman

Henry Valle

*Member of the Executive Committee

†Member of the Audit Committee

OFFICERS

J. Claude Hébert

Chairman and Chief Executive Officer

Laurent Beaudoin

President and Chief Operating Officer

Ivan J. Kilpatrick

Executive Vice President

Charles Leblanc, Q.C.

Vice President, Administration

Pierre Poitras

Vice President, Finance and Treasurer

Robert L. Grassby

Vice President and

President, MLW Industries Division

Henry Valle

Vice President and

President, Transportation Marketing Division

Henry M. Bourcier

Secretary

David A. Coulter

Assistant Secretary

CORPORATE HEAD OFFICE

800 Dorchester Boulevard West

Suite 1520

Montreal H3B 1X9

Canada

Telephone: (514) 861-9481

Telex: 05-27229

TRANSFER AGENTS

The Royal Trust Company

Montreal, Toronto, Winnipeg,

Vancouver

Bank of Montréal Trust Co.

64 Wall Street, New York

REGISTRARS

Montreal Trust Company

Montreal, Toronto, Winnipeg,

Vancouver

Bank of Montreal Trust Co.

64 Wall Street, New York

STOCK EXCHANGE LISTINGS

Montreal and Toronto

CONSEIL D'ADMINISTRATION

† Philippe de Gaspé Beaubien

* Laurent Beaudoin

André Bombardier

Henry M. Bourcier

John Ney Cole

* Raymond David

Jean-Louis Fontaine

† Jean-Paul Gagnon

Robert L. Grassby

* J. Lorne Gray

* J. Claude Hébert

* Ivan J. Kilpatrick

Pierre Legrand, C.R.

† S. Simon Reisman

Henry Vallée

* Membre du Comité Exécutif

† Membre du Comité de Vérification

OFFICIERS ET GROUPE DE DIRECTION GÉNÉRALE

J. Claude Hébert

Président du Conseil et Chef de la Direction

Laurent Beaudoin

Président et Chef de l'Exploitation

Ivan J. Kilpatrick

Vice-Président Exécutif

Charles Leblanc, C.R.

Vice-Président, Administration

Pierre Poitras

Vice-Président, Finances, et Trésorier

Robert L. Grassby

Vice-Président, et Président, Division,

Les Industries MLW

Henry Vallée

Vice-Président et Président, Division, Marketing

du Matériel de Transport

Henry M. Bourcier

Secrétaire

David A. Coulter

Secrétaire-Adjoint

SIÈGE SOCIAL

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800, ouest, boulevard Dorchester

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Telex: 05-27229

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Montréal, Toronto, Winnipeg, Vancouver

Bank of Montreal Trust Company

64 Wall Street, New York

AGENTS D'ENREGISTREMENT

Compagnie Montréal Trust

Montréal, Toronto, Winnipeg, Vancouver

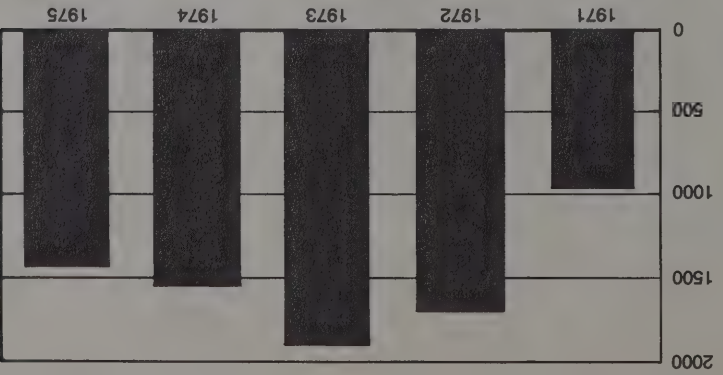
Bank of Montreal Trust Company

64 Wall Street, New York

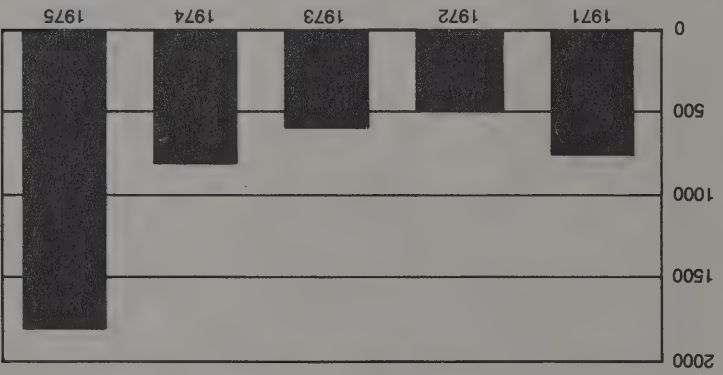
INSCRIPTION À LA BOURSE

Montréal et Toronto

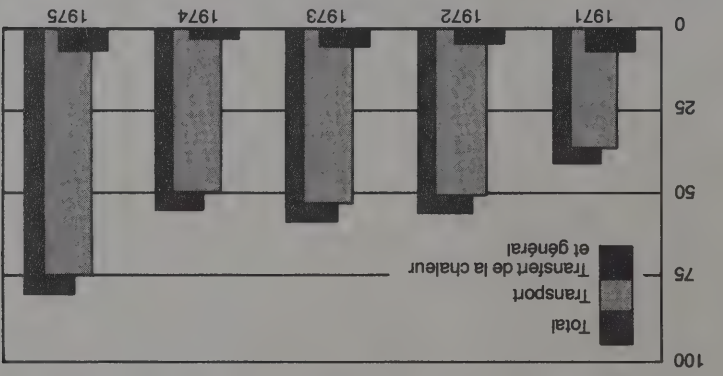
Bénéfice Net
(en milliers de dollars)



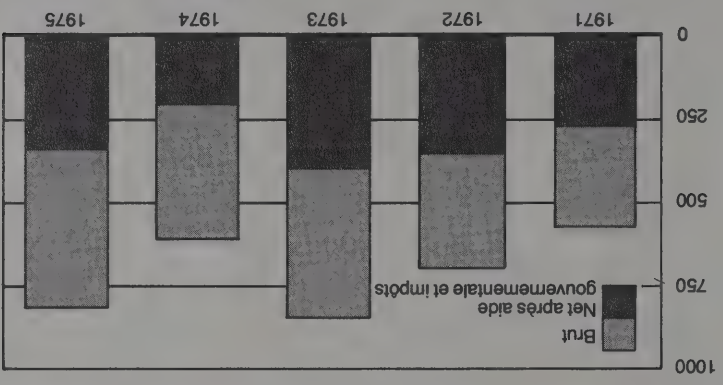
Dépenses
Immobilisations
(en milliers de dollars)



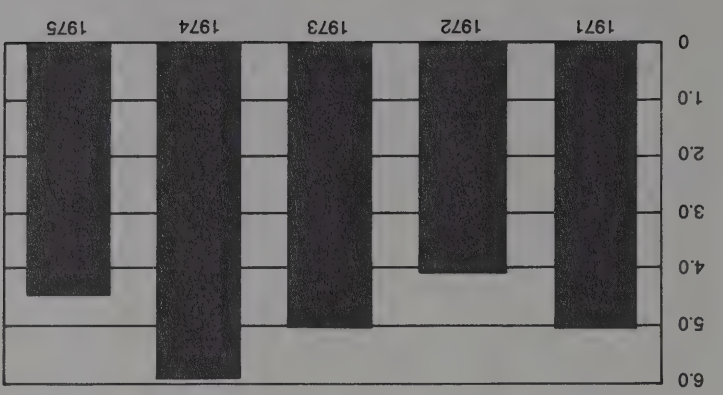
Facturation
aux Clients
(en millions de dollars)



Recherche et
Mise au Point
(en milliers de dollars)



Frais
d'Administration,
Frais de Vente et
Frais Généraux
(pourcentage des ventes)



EXPLOITATION				
Facturation nette aux clients	\$ 81,777	\$ 54,664	\$ 58,954	\$ 55,475
Nouvelles commandes	87,856	101,484	64,475	56,139
Commandes en cours	115,301	109,222	62,402	56,881
Bénéfice avant impôts	2,540	2,643	2,927	2,954
Bénéfice net	1,458	1,565	1,927	1,712
Dividendes	500	600	480	480
Nombre d'employés	1,400	1,238	1,276	1,209
				1,030

SITUATION FINANCIÈRE

Actif à court terme	\$ 57,923	\$ 39,935	\$ 35,632	\$ 29,340
Passif à court terme	40,304	22,026	18,662	16,930
Fonds de roulement	17,619	17,909	16,970	12,410
Agrandissement des usines et achat de matériel	1,811	811	608	499
Immobilisations nettes	5,606	4,212	3,758	3,440
Avoir des actionnaires	22,117	21,159	20,194	18,747
				17,515

CAPITAL-ACTIONS

Nombre d'actionnaires	311	1,670	1,777	2,002
Nombre d'actions ordinaires en circulation	800,000	800,000	800,000	800,000
Bénéfice net par action ordinaire	\$1.82	\$1.96	\$2.41	\$2.14
Dividendes par action ordinaire	.62½	.75	.60	.60
Valeur comptable par action ordinaire	27.65	26.45	25.24	23.43
Rendement de l'avoir des actionnaires	6.6%	7.4%	9.5%	9.1%
				5.5%

NOTE: Les chiffres des années 1971 et 1972 ont été redressés. L'actif et le bénéfice nets de Worthington (Canada) Ltd., sont maintenant compris dans le bénéfice et l'avoir des actionnaires seulement.

6. Rémunération des administrateurs et des cadres supérieurs

Mois terminé le		Année terminée le 31 décembre	
31 janvier 1976		1975	
Nombre Rémunération		Nombre Rémunération	
Administrateurs	15 \$ 4,300 15 \$ 41,100 11 \$ 11,600		
Cadres supérieurs	9 \$ 16,131 9 313,122 9 384,623		

Cinq cadres supérieurs étaient aussi administrateurs.

7. Ventes par genre d'exploitation

La facturation nette de la Compagnie par genre d'exploitation se répartit comme suit:

Mois terminé le		Année terminée le 31 décembre	
31 janvier 1976		1975	
Transport	\$ 7,079,325	\$74,608,284	\$50,175,060
Appareils de diffusion thermique et générateurs	690,150	7,168,650	4,489,354
	\$ 7,769,475	\$81,776,934	\$54,664,414

8. Loi anti-inflation

La loi anti-inflation qui est en vigueur depuis le 14 octobre 1975, prévoit la limitation des marges bénéficiaires, des prix, des dividendes et des rémunérations. La compagnie et sa filiale nationale sont assujetties à cette loi ainsi qu'aux règlements y afférents. La direction estime que la compagnie et sa filiale nationale n'ont aucun passif éventuel ou non comptabilisé important relativement à la législation susmentionnée.

1. Changement d'exercice

La date de la fin d'exercice de la compagnie a été changée du 31 décembre au 31 janvier. Les états financiers de la période d'un mois terminé le 31 janvier 1975 ne sont pas présentés puisque les administrateurs sont d'avis qu'une telle présentation ne serait d'aucune utilité.

2. Énoncé des principales conventions comptables

a) Principes de consolidation

Les états financiers consolidés englobent l'actif et le passif, ainsi que les résultats de l'exploitation et l'évolution de la situation financière des filiales en propriété exclusive de la compagnie, à savoir MLW Services Limited et MLW-U.S. Inc.

b) Frais de recherche et de mise au point

Les frais de recherche et de mise au point sont imputés à l'exploitation au cours de l'exercice où ils ont été engagés. Bien que les bénéfices découlant de tels frais ne puissent se manifester que dans les années à venir, la compagnie a pour politique d'imputer ces frais lorsqu'ils sont engagés, laissant par le fait même les années subséquentes refléter les résultats des travaux de mise au point.

c) Avances sur contrats

La compagnie a pu toucher des avances sur contrats pour quelques locomotives vendues à l'étranger et certains appareils de diffusion thermique. Le traitement comptable de ces avances consiste à présenter cette portion relative au contrat non facturé comme un passif à court terme auquel correspond un montant représenté soit par une encaisse soit par des stocks. Lors de la livraison, le montant de l'avance est viré du passif à court terme et devient une réduction des comptes bruts à recevoir.

d) Financement des contrats

La compagnie n'assume généralement pas le financement de contrats à long terme. Le gouvernement canadien, par l'intermédiaire de la Société pour l'expansion des exportations et de l'Agence canadienne de développement international, offre des conditions de financement qui concurrencent avec celles offertes par d'autres pays exportateurs. En vertu de ces conditions, la compagnie est payée dans un délai relativement court après la livraison.

e) Coût des garanties

La politique de la compagnie concernant les garanties est de pouvoir un montant qui suffira en tout temps à couvrir les frais normaux de garantie prévus pour les produits expédiés jusqu'à ce moment. Afin de déterminer si ce montant est suffisant, on évalue le nombre de mois de garantie à couvrir suivant de récentes expériences et on le compare à la provision réelle.

5. Emprunts bancaires

En octobre et en novembre 1975, la compagnie a consenti une garantie à ses banquiers par une cession générale de ses créances et de ses stocks.

f) Frais de retraite

Le coût des régimes de retraite de la compagnie est établi sur une comptabilité d'exercice. Les frais de l'exercice engagés pour les prestations futures de retraite (frais de service) sont imputés aux bénéfices de l'exercice en cours et l'amortissement de frais de services passés non comptabilisés est imputé à l'exploitation. Les montants imputés sont établis à partir d'évaluations actuarielles et, conformément aux règlements gouvernementaux. Les coûts de services passés non comptabilisés au 31 janvier 1976 étaient estimés à \$1,095,000 et seront imputés, avec les intérêts, en En plus de ce montant, une somme de \$217,000 a été versée au fonds de retraite et est incluse dans l'actif au bilan; elle représente le solde de paiements anticipés effectués antérieurement. L'amortissement du paiement anticipé de même que le montant annuel des coûts des services passés non comptabilisés, constitueront l'imputation annuelle pour les quinze prochaines années.

g) Amortissement

L'amortissement est calculé selon la méthode linéaire. Les taux qui ont été appliqués de façon uniforme représentent la vie utile moyenne prévue pour chaque catégorie d'immobilisations.

3. Changement dans la capitalisation

Le 3 octobre 1975, des lettres patentes supplémentaires furent accordées à la compagnie augmentant son capital-actions autorisé de 2,000,000 à 4,000,000 d'actions ordinaires.

4. Engagements et passif éventuel

La compagnie détient un bail sur immobilisations expirant le 31 janvier 1978. Le loyer total pour le mois terminé le 31 janvier 1976 s'est chiffré à \$4,044 et à \$48,531 pour les années terminées les 31 décembre 1975 et 1974. Le loyer minimum pour les autres exercices sera comme suit: 1977 — \$48,531; 1978 — \$48,531.

Au 31 janvier 1976, la compagnie était tenue d'effectuer des dépenses en immobilisations d'environ \$642,000.

Le 17 décembre 1975 la compagnie a fait une offre formelle aux détenteurs des actions ordinaires classe A et classe B de Bombardier Limited d'échanger leurs actions pour celles de MLW-Worthington Limited. La base de cette offre était une action ordinaire de MLW-Worthington Limited pour 5,25 actions ordinaires classe A ou 5,25 actions ordinaires classe B de Bombardier Limited.

Au 31 janvier 1976 plus de 76 pour cent des actions en circulation avaient été déposées ou engagées relativement à cette offre.

PASSIF ET AVOIR DES ACTIONNAIRES

31 janvier 1976 (Note 1)
31 décembre 1974

PASSIF À COURT TERME:

Emprunts bancaires (Note 5)	\$19,000,000	\$17,500,000	\$ 2,880,000
Comptes à payer	11,571,204	10,023,748	7,964,228
Frais courus à payer	2,647,662	2,335,538	1,585,605
Avances reçues sur contrats	10,092,627	10,252,785	9,076,603
Impôts sur le revenu et autres taxes	188,544	191,742	197,371
Comptes à payer aux compagnies affiliées	—	—	162,164
Dividendes à payer	—	—	160,000
IMPÔTS SUR LE REVENU REPORTÉS	\$43,500,037	\$40,303,813	\$22,025,971
	\$ 1,327,435	\$ 1,327,435	\$ 1,174,590

AVOIR DES ACTIONNAIRES:

Actions ordinaires, sans valeur nominale ou valeur au pair — 4,000,000 d'actions autorisées (Note 3)	\$ 4,800,000	\$ 4,800,000	\$ 4,800,000
800,000 actions émises et entièrement libérées	17,317,834	17,316,519	16,359,006
Bénéfices non répartis	\$22,117,834	\$22,116,519	\$21,159,006
	\$66,945,306	\$63,747,767	\$44,359,567

Approuvé au nom du Conseil d'administration:
Laurent Beaudoin, administrateur
J. Claude Hébert, administrateur

BILANS CONSOLIDÉS

au 31 janvier 1976,
31 décembre 1975 et au 31 décembre 1974

ACTIF

ACTIF À COURT TERME:				31 janvier 1976 (Note 1)	31 décembre 1975	31 décembre 1974
Encaisse						
Comptes et billets à recevoir (Note 5)						
Stocks au plus bas du coût ou de la valeur de réalisation nette						
(Note 5)						
Frais payés d'avance						
Comptes à recevoir de compagnies affiliées						
—						
—						
\$ 25,072						
\$ 110,157						
\$ 517,019						
20,444,625						
17,704,740						
11,388,575						
40,222,296						
39,920,950						
27,618,031						
210,140						
187,429						
173,326						
—						
201,424						
\$60,865,319						
\$57,923,276						
\$39,935,189						

IMMOBILISATIONS:

Terrains, bâtiments, machinerie et matériel, au coût						
\$16,612,133						
\$16,335,888						
\$14,801,273						
Moins — amortissement accumulé						
10,749,281						
10,730,129						
10,589,688						
\$ 5,862,852						
\$ 5,605,759						
\$ 4,211,585						

FRAIS REPORTÉS — Frais de retraite afférents aux services passés non amortis

\$ 217,135	\$ 218,732	\$ 212,793
\$66,945,306	\$63,747,767	\$44,359,567

Les notes ci-jointes font partie intégrante de ces états financiers consolidés.

ÉTATS CONSOLIDÉS DE L'ÉVOLUTION DE LA SITUATION FINANCIÈRE

pour les exercices terminés le 31 janvier 1976
et les 31 décembre 1975 et 1974

Mois terminé le	31 janvier 1976	(Note 1)
Année terminée le	31 décembre	1974

PROVENANCE DES FONDS:		
Bénéfice net	\$ 1,315	\$ 1,457,513
Écritures comptables comprises dans le bénéfice net		
Amortissement	19,152	416,520
Augmentation des impôts sur le revenu reportés	—	152,845
Diminution (augmentation) des frais de retraite non amortis	1,597	(5,939)
Bénéfices nets des filiales	—	—
Produit de la vente de placements dans des filiales	—	252,396
Total de la provenance des fonds	\$ 22,064	\$ 2,020,939
UTILISATION DES FONDS:		
Agrandissement des bâtiments et achat de machinerie et de matériel — net	\$ 276,245	\$ 1,810,694
Dividendes sur les actions ordinaires	—	500,000
Total de l'utilisation des fonds	\$ 276,245	\$ 2,310,694
AUGMENTATION (DIMINUTION) DU FONDS DE ROULEMENT	\$ (254,181)	\$ (289,755)
FONDS DE ROULEMENT AU DÉBUT DE L'EXERCICE	17,619,463	17,909,218
FONDS DE ROULEMENT À LA FIN DE L'EXERCICE	\$17,365,282	\$17,619,463

Les notes ci-jointes font partie intégrante de ces états financiers consolidés.

ÉTATS CONSOLIDÉS

DES BÉNÉFICES

pour les exercices terminés le 31 janvier 1976
et les 31 décembre 1975 et 1974

FACTURATION NETTE AUX CLIENTS (Note 7)				Mois terminé le 31 janvier 1976 (Note 1)	Année terminée le 31 décembre 1975	1974
COÛT DES PRODUITS VENDUS (y compris l'amortissement pour 1976 de \$19,152, pour 1975 de \$416,520 et de \$357,277 pour 1974)				7,248,525	73,622,817	48,634,797
Bénéfice brut				\$ 520,950	\$ 8,154,117	\$ 6,029,617
FRAIS DE GESTION, DE VENTES, DE MISE AU POINT DES PRODUITS ET FRAIS GÉNÉRAUX				522,196	5,613,890	3,386,569
Bénéfices (perte) d'exploitation				\$ (1,246)	\$ 2,540,227	\$ 2,643,048
PROVISION POUR (RECOUVREMENT DES) IMPÔTS SUR LE REVENU:						
Impôts courants				\$ (2,561)	\$ 910,869	\$ 776,553
Impôts reportés				—	171,845	301,433
BÉNÉFICE NET				\$ (2,561)	\$ 1,082,714	\$ 1,077,986
BÉNÉFICE PAR ACTION				\$ 1,315	\$ 1,457,513	\$ 1,565,062
				\$ —	\$ 1,82	\$ 1.96

Les notes ci-jointes font partie intégrante de ces états financiers consolidés.

ÉTATS CONSOLIDÉS

DES BÉNÉFICES NON RÉPARTIS

pour les exercices terminés le 31 janvier 1976
et les 31 décembre 1975 et 1974

SOLDE AU DÉBUT DE L'EXERCICE				Mois terminé le 31 janvier 1976 (Note 1)	Année terminée le 31 décembre 1975	1974
PLUS: Bénéfice net				1,315	1,457,513	1,565,062
MOINS: Dividendes sur les actions ordinaires (1975 — \$0.62½ par action, 1974 — \$0.75 par action)				\$17,317,834	\$17,816,519	\$16,959,006
SOLDE À LA FIN DE L'EXERCICE				—	500,000	600,000
				\$17,317,834	\$17,316,519	\$16,359,006

Les notes ci-jointes font partie intégrante de ces états financiers consolidés.

RAPPORT DES VÉRIFICATEURS

Aux Actionnaires,
MLW-Worthington Limitée,

Nous avons examiné les bilans consolidés de MLW-WORTHINGTON LIMITEE (une compagnie canadienne) ET SES FILIALES au 31 janvier 1976, au 31 décembre 1975 et au 31 décembre 1974 ainsi que les états consolidés des bénéfices, des bénéfices non répartis et de l'évolution de la situation financière des exercices terminés à ces dates. Notre examen a comporté une revue générale des procédés comptables ainsi que les sondages des registres comptables et autres preuves à l'appui que nous avons jugés nécessaires dans les circonstances.

A notre avis, ces états financiers consolidés présentent équitablement la situation financière de MLW-Worthington Limitée et ses filiales au 31 janvier 1976, au 31 décembre 1975 et au 31 décembre 1974 ainsi que les résultats de leur exploitation et l'évolution de leur situation financière pour les exercices terminés à ces dates, conformément aux principes comptables généralement reconnus lesquels ont été appliqués de la même manière au cours des exercices.

Arthur Andersen & Cie
Comptables agréés
le 12 mars 1976.

Limitée dans le domaine des matériels de transport, nous avons créé une division responsable de la mise en marché de ces produits. Conséquemment, de nouvelles politiques ont été mises de l'avant pour la commercialisation des voitures de métro, des locomotives diesel, des trains de grandes lignes et des moteurs utilisés comme force motrice des navires et des centrales électriques. Nous avons aussi amélioré nos services d'entretien et de réparation de ces produits.

Le programme de lutte contre l'inflation

La compagnie est d'accord avec l'essence du programme fédéral de lutte contre l'inflation mis en application par le gouvernement en octobre dernier. En notre qualité d'exportateur, nous sommes cependant conscients que les prix des produits canadiens offerts sur les marchés mondiaux doivent être compétitifs. Nous craignons toutefois que certains des règlements de la Commission de lutte contre l'inflation donnent naissance à des conflits, car ceux-ci restreignent l'augmentation des profits. Au cours des dernières années, nous avons lancé de nouveaux produits sur les marchés étrangers qui ont été moins rentables que d'autres. Nous devons donc voir à augmenter les profits en améliorant l'efficacité de nos opérations. D'autre part, s'il nous est impossible de réinvestir ces profits dans l'entreprise pour accroître la productivité, notre position sur les marchés mondiaux sera affaiblie, car elle ne sera plus compétitive. Nous sommes confiants que la Commission de lutte contre l'inflation réalisera la gravité de la situation et les problèmes que pose l'application des règlements relatifs aux ventes à l'étranger, et qu'elle amènera ses directives en conséquence.

L'intégration

Les étapes qu'il reste à franchir pour que se réalise l'intégration, sur le plan administratif, de MLW-Worthington Limitée et de Bombardier Limitée sont maintenant presque terminées. Lors d'une assemblée générale spéciale tenue le 26 septembre 1975, les actionnaires ont sanctionné trois nouveaux règlements par lesquels le capital autorisé de la compagnie est augmenté à 4 millions d'actions, la date de la fin de l'année financière changée du 31 décembre au 31 janvier et le nombre des administrateurs augmenté de 11 à 15. En décembre, la compagnie a proposé aux actionnaires de Bombardier Limitée d'échanger leurs actions contre des actions de MLW. Cette offre fut acceptée en février 1976 par le principal actionnaire de Bombardier Limitée, Les Entreprises de J. Armand Bombardier Ltée. A l'expiration de l'offre, soit le 19 avril 1976, plus de 94% des actions avaient été échangées contre celles de MLW, ce qui nous permet de nous prévaloir des dispositions de l'article 136 de la Loi relative aux corporations canadiennes pour acquérir le solde des actions en circulation.

Une nouvelle raison sociale

Lors de l'assemblée qui sera tenue le 22 juin 1976, les actionnaires de MLW-Worthington Limitée seront requis

de ratifier un règlement changeant la raison sociale de la compagnie MLW-Worthington Limitée en Bombardier-MLW Ltée.

Les nouvelles structures

Les nouvelles structures de Bombardier-MLW font ressortir l'autonomie des trois principaux secteurs du groupe, soit Bombardier Limitée et ses filiales, la division Les Industries MLW et la division Marketing du Matériel de Transport.

Dans le but d'utiliser pleinement les ressources du groupe Bombardier-MLW, le potentiel des produits et des services sera exploité à son maximum et toutes les opportunités seront explorées, que ce soit sous forme de nouvelles acquisitions ou de co-participation. Une équipe des cadres supérieurs réunie au siège social assure la coordination entre les divisions et les filiales et encourage leurs efforts. Elle est aussi responsable de la planification à long terme et a comme objectif de mettre en valeur les ressources du groupe.

La direction

Depuis la publication de notre dernier rapport annuel, les personnes suivantes ont été nommées administrateurs de la compagnie: MM André Bombardier, John Ney Cole, Raymond David, Jean-Louis Fontaine, Jean-Paul Gagnon, J. Lorne Gray, Ivan J. Kilpatrick, Pierre Legrand, C.R., l'Honorable Jean-Luc Pepin, C.P., et S. Simon Reisman. Le 14 octobre 1975, l'Honorable Jean-Luc Pepin, C.P., remettait sa démission comme administrateur de la Compagnie pour assumer la nouvelle fonction de président de la Commission de lutte contre l'inflation.

Ont également été nommés à des postes de direction: J. Claude Hébert, président du conseil d'administration et chef de la direction; Laurent Beaudoin, président et chef de l'exploitation; Ivan J. Kilpatrick, vice-président et exécutif; Robert L. Grassby, vice-président et président, division Les Industries MLW; Henry Vaile, vice-président et président, division Marketing du Matériel de Transport; Charles Leblanc, C.R., vice-président, administrateur, et Pierre Poitras, vice-président, finances et trésorier.

Témoignage

En terminant, nous aimerions remercier très sincèrement nos actionnaires, nos clients et nos fournisseurs de la confiance qu'ils nous ont témoignée, ainsi que nos employés de leurs efforts pour maintenir la qualité de nos produits et du service à la clientèle. C'est avec vous tous que nous souhaitons relever les défis qui s'offrent à Bombardier-MLW dès maintenant et dans l'avenir.

J. Claude Hébert
Président du conseil et
chef de la direction

Laurent Beaudoin
Président et chef
de l'exploitation

Montréal, Canada, le 4 juin 1976

MLW-WORTHINGTON LIMITÉE

RAPPORT ANNUEL
Pour l'exercice terminé
le 31 décembre 1975
et le mois terminé
le 31 janvier 1976



AUX ACTIONNAIRES

Au cours de l'année 1975, la compagnie a effectué d'importantes transformations qui lui ouvrent de nouveaux horizons. MLW-Worthington Limitée et Bombardier Limitée forment maintenant un complexe industriel de fabrication et de mise en marché dont les ressources conjuguées sont disponibles à tous les niveaux du groupe. Les perspectives d'avenir de Bombardier-MLW sont prometteuses et nombreux sont les défis à relever. Un des pas franchis durant cette période de transition fut de changer la date de la fin de l'année financière de MLW-Worthington au 31 janvier. En conséquence, les états financiers ci-inclus couvrent la période du 1^{er} janvier 1975 au 31 décembre 1975 ainsi que le mois terminé le 31 janvier 1976.

Les résultats financiers

Comme il est difficile de juger du rendement d'une entreprise sur une période aussi courte qu'un mois, notre analyse des résultats financiers portera principalement sur la période du 1^{er} janvier 1975 au 31 décembre 1975. Le revenu net consolidé de MLW-Worthington Limitée pour l'année financière terminée le 31 décembre 1975 fut de \$1,457,513, soit \$1.82 l'action, comparativement à \$1,565,062, ou \$1.96 l'action, pour la même période en 1974. Le montant de la facturation pour l'année 1975 a été le plus élevé à ce jour. Les ventes atteignirent \$81,776,934 comparativement à \$54,664,414 pour l'année précédente. Nous avons réalisé des gains substantiels dans les secteurs des appareils de transmission de chaleur, des moteurs marins, des groupes électrogènes et des produits connexes. Bien que le montant de la facturation en 1975 ait été supérieur à celui de 1974, le profit fut moindre du point

de vue de l'inflation. La diminution du profit est surtout attribuable à la hausse des coûts et des taux d'intérêt et plus particulièrement au fait que nous avons dû exécuter des contrats sans clause escalatoire. Les commandes non livrées à la fin de 1975 représentaient \$15.3 millions comparativement à \$109.2 millions l'année précédente.

Les exploitations

La division responsable de la fabrication des locomotives, des moteurs et des appareils de transmission de chaleur, les Industries MLW, a progressé en 1975. On a mis en route de nouveaux programmes de production et de modernisation de l'usine et de l'outillage et on a approuvé un important budget de dépenses en immobilisations qui prévoit la construction d'un centre d'essais pour les moteurs diesel et l'achat de machinerie. Les objectifs visés sont les suivants: accroître la rentabilité de la division, éliminer ou raccourcir les délais de livraison des commandes et améliorer les conditions de travail des employés. Les perspectives de ventes des échangeurs de chaleur, des produits connexes, des groupes électrogènes et des moteurs marins s'annoncent excellentes. D'autre part, le marché des locomotives accuse une légère baisse.

La flexibilité dont a toujours su faire preuve notre compagnie quant aux services offerts, plus particulièrement sur les marchés étrangers, continue d'être un de nos principaux atouts. Le taux d'inflation étant plus élevé au Canada que dans les pays où se trouvent nos compétiteurs, nous devons de mener à terme des programmes de réduction des coûts. A cette fin, nous travaillons activement à intégrer les procédés de fabrication. Afin de tirer profit de la technologie et des moyens de fabrication de la compagnie et de ceux de Bombardier

BOMBARDIER LIMITED

ANNUAL REPORT

Year ended
January 31, 1976



TO THE SHAREHOLDERS

Bombardier Limited experienced a satisfying year. Our Company has demonstrated a substantial recovery from a period of readjustment to changed recreational market conditions, a downturn in the economy as a whole, and reorganization of production into more efficient operations.

The snowmobile industry, in which Bombardier continues to be a leader, has now reached a plateau of maturity and more constant predictability. The Company has adapted to changing snowmobile trends and spear-headed new areas of development. An example of new business has been the creation of the manufacturing group for transit vehicles less than two years ago, which is now operating in full gear on a contract for the Montreal Metro System.

Corporate integration with MLW-Worthington Limited to form the Bombardier-MLW Group was perhaps the most important event of the past year. Integration of capabilities and resources is now in progress, so that both Bombardier and MLW will benefit from the Group's combined assets.

Financial Results

This fiscal year marks the turning point in achieving long-term financial stability for the Company. Our active efforts to streamline operations and solve problems of large snowmobile inventories are reflected in the net earnings of \$1,188,916, or 7.32 cents per share, a considerable improvement of \$10 million from a loss of (\$8,907,704), or (54.87 cents) per share, for the same period last year.

The consolidated net sales of Bombardier Limited and its subsidiaries were \$160,568,162, an increase from \$138,556,331 the previous year. Contributions to increased sales were made from all sectors, with the exception of the Industrial Products Group, which was affected by reductions in purchases of capital items by the forestry industry.

Earnings before extraordinary items were \$1,011,734, or 6.23 cents per share, as against a loss of (\$2,423,697), or

(14.93 cents) per share last year. Extraordinary items totalled \$177,182, and comprised recovery of taxes on income, capital deficiency of minority shareholders in a subsidiary company, and losses sustained due to closing a plant.

OPERATIONS ACTIVITIES

Recreational Products Group

This Group showed an overall steady improvement. The sales and production of Ski-Doo and Moto-Ski snowmobiles have successfully ridden out a peaking effect in the market, and a decline in total industry sales. A private study commissioned by Bombardier to examine the snowmobile market in the United States and Canada has shown that the demand for snowmobiles has now stabilized and that newcomers continue to be attracted to the sport.

Last year, Bombardier increased its share of the market by 3.5% (based on International Snowmobile Industry Association figures, February 1976), and it is expected to continue to claim a larger share this year.

Another aspect of recovery has been the reduction of the excess inventory of vehicles. As of March 31, 1975, the total industry snowmobile pipeline was 105,000 vehicles, with Bombardier holding 28,000 vehicles, or 26.6% of the industry total. This year, the industry excess was lowered to 82,000 vehicles, and Bombardier bettered its position to only 18,000 vehicles, or 21.9% of the industry total.

The 1976 and 1977 models of snowmobiles are the most sophisticated we have ever built. The principal feature of this line is the introduction of the Rotax rotary valve engine — a rugged and efficient power plant. This engine is one of the focal points of our newest model design, the Ski-Doo "RV", a sleek lightweight, high performance machine. All of our vehicles have already met the 1978 noise level standards set by the Snowmobile Safety Certification Committee of the ISIA, a regulatory body, which works in close cooperation with governments in Canada and the United States.

The progress of the Can-Am motorcycle has also been gratifying. This product has successfully achieved a rise in sales, in spite of a total market decline last year. As a competitor, it has proven its consistency as a winner on the race track. Last year, Can-Am cycles placed first in four major moto-cross stadium races in the United States; carried off a gold and a bronze medal in the Six-Day Trials on the Isle of Man; and broke three speed records in stock class competitions in Bonneville, Utah.

Our marine products range was expanded with the introduction of a new sailboat, the 3.8, and a 15 foot fiberglass canoe with an 800 lb. carrying capacity.

Industrial Products Group

In 1975, the effects of economic recession caused unfavourable sales results for this Group. The forestry industry, which was particularly hard hit during that period, imposed necessary cutbacks in spending for capital goods, and Bombardier, whose majority of industrial products are destined for this market, suffered as a consequence.

However, the first months of 1976 have shown an improvement in sales, and we are confident that this division will enjoy a more profitable year. Demands for the B-15 introduced in 1974 are increasing. A new version, the B-15-L, has recently completed successful logging industry tests in the southern United States. Our expectations for future sales of these vehicles are optimistic.

The new Skidozer SV302, designed for hill grooming, received a good response from the market; and for next season, the Skidozer SV252 has been launched for service as a snowmobile trail groomer.

The focal point of the past year has been the transition of this division to an expanded role as a manufacturer of trucks for subway cars for our contract with the Montreal Metro system. This adjustment was completed smoothly and in record time.

During the past year, nearly \$2 million in modern facilities, and production and quality control equipment was invested in this division. This new equipment — including four numerical control machine tools, a stress relief oven and steel grit blasting chamber — enables this facility to produce parts to a much more precise tolerance, at reduced costs. These machines are mainly occupied with producing differentials for tracked vehicles and precision parts used in the manufacture of subway car trucks.

Transportation Products Group

At La Pocatière, where the major assembly of light rail vehicles and subway cars is located, building extensions and retooling were completed last year, and production on the contract for 423 Metro cars for the City of Montreal began. A strike of employees from December 2,

1975, to April 20, 1976, caused considerable delay in the delivery of finished cars to the customer.

A \$27.2 million contract has been awarded to Bombardier-MLW by the Chicago South Suburban Mass Transit District. This contract entails the building of 36 electric powered commuter cars to be delivered in 1977 and 1978, which will eventually be operated by the Illinois Central Gulf Railroad.

Bombardier-Rotax

The Vienna works are active and we see an increased demand for tramcars in Austria in the coming year. A new licence agreement with Düwag is enabling construction of one of the most modern versions of this type of light rail vehicle. This group was awarded a special contract to build the shells for the distinctive Olympiabahn, a railed cablecar, for the 1976 Olympic Winter Games, which took place in Innsbruck.

At Gunskirchen, our two-cycle engine facilities, more research effort was placed on the development of improved snowmobile and motorcycle engines. New markets and applications for these engines are being explored.

The Manufacturing Subsidiaries Group

This group continues to increase sales outside the Bombardier organization. Improved production methods are being implemented and several operations have been integrated in order to avoid duplication of services. Major adjustments took place in the clothing division, where production was centralized into two plants instead of four, and unprofitable lines were discontinued.

Roski Ltd. has now completed delivery and installation of seating for the Olympic Games' sites in Montreal. This subsidiary is making efforts to increase its participation in the manufacture of stadium seating, a field it regards as having potential.

In Conclusion

It has been a pleasure to report to you an improved profit situation this year. We are confident that this improvement will continue and that the close of the current fiscal year will be even more encouraging. Our team, which now consists of the entire Bombardier-MLW Group, is working hard to achieve this end.

We thank all our employees, customers, suppliers and shareholders for their support and effort in making this year a success.

J. Claude Hébert,
Chairman and
Chief Executive Officer

Laurent Beaudoin,
President and
Chief Operating Officer

Montreal, Canada
June 4, 1976

CONSOLIDATED STATEMENT OF EARNINGS

year ended January 31, 1976

	1976	1975
Net sales	\$160,568,162	\$138,556,331
Cost of sales	117,284,539	101,029,151
Selling and administrative expenses	29,606,322	26,797,553
Depreciation of fixed assets	4,340,116	3,958,183
Amortization of deferred expenses	450,000	444,000
Amortization of patents	114,122	106,309
	151,795,099	132,335,196
Earnings from operations	8,773,063	6,221,135
Interest on long term debt and amortization of financing expense	(2,101,133)	(2,144,080)
Other interest	(3,197,346)	(4,400,136)
Other expenses	(799,398)	(1,638,617)
Other income	1,631,599	1,555,043
Earnings (loss) before taxes on income, minority shareholders' interest and extraordinary items	4,306,785	(406,655)
Minority shareholders' interest	(6,028)	185,800
Taxes on income	(2,429,990)	(1,815,891)
Deferred taxes on income	(859,033)	(386,951)
Earnings (loss) before extraordinary items	1,011,734	(2,423,697)
Extraordinary items (Note 12)	177,182	(6,484,007)
Net earnings (loss)	\$ 1,188,916	\$ (8,907,704)
Class A and class B per share earnings (loss)		
Before extraordinary items	6.23¢	(14.93¢)
Including extraordinary items	7.32¢	(54.87¢)

CONSOLIDATED STATEMENT OF RETAINED EARNINGS

year ended January 31, 1976

	1976	1975
Balance at beginning of year	\$ 44,404,234	\$ 53,311,938
Net earnings (loss)	1,188,916	(8,907,704)
Balance at end of year	\$ 45,593,150	\$ 44,404,234

CONSOLIDATED BALANCE SHEET

as at January 31, 1976

ASSETS

	1976	1975
CURRENT ASSETS		
Cash	\$ 4,205,140	\$ 4,107,753
Accounts receivable	25,770,851	22,080,587
Inventories (Note 1)	47,591,379	54,494,091
Prepaid expenses	864,822	1,294,060
	78,432,192	81,976,491
INVESTMENTS, at cost (Note 2)	535,999	492,147
FIXED ASSETS (Note 3)		
Land, buildings, equipment and miscellaneous	76,115,936	73,021,061
Accumulated depreciation	40,187,792	39,591,450
	35,928,144	33,429,611
OTHER ASSETS (Note 4)	28,244,446	28,715,901
	\$143,140,781	\$144,614,150

LIABILITIES AND SHAREHOLDERS' EQUITY

	1976	1975
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$ 19,017,187	\$ 18,257,642
Bank loans (Note 5)	5,591,000	13,416,383
Bankers' acceptances (Note 5)	15,000,000	15,000,000
Warranty provision	929,136	1,200,510
Taxes on income	1,826,441	1,053,629
Net advances on contracts in progress (Note 6)	9,363,799	—
Long term debt due within one year	1,365,206	986,551
	53,092,769	49,914,715
EXCESS OF RECEIPTS OVER EXPENDITURES ON UNCOMPLETED CONTRACTS	—	6,107,205
LONG TERM DEBT (Note 7)	21,732,548	23,212,851
PROVISION FOR SEVERANCE PAY AND PENSION COSTS	1,958,337	1,118,503
DEFERRED TAXES ON INCOME (Note 8)	1,245,138	386,105
MINORITY SHAREHOLDERS' INTEREST IN SUBSIDIARY COMPANIES	255,273	206,971
SHAREHOLDERS' EQUITY		
Capital stock (Note 9)	19,263,566	19,263,566
Retained earnings	45,593,150	44,404,234
	64,856,716	63,667,800
	\$143,140,781	\$144,614,150
CONTINGENT LIABILITIES AND COMMITMENTS (Note 13)		

On behalf of the Board:

Laurent Beaudoin, Director

Pierre Poitras, Director

CONSOLIDATED STATEMENT OF CHANGES IN FINANCIAL POSITION

SOURCE OF FUNDS

	1976	1975
Earnings (loss) before extraordinary items	\$ 1,011,734	\$ (2,423,697)
Minority shareholders' interest	6,028	(185,800)
Depreciation of fixed assets, amortization of patents, deferred expenses and long term debt financing expense	4,932,810	4,537,064
Deferred taxes on income	859,033	386,105
Gains on disposals of fixed assets	(405,640)	(109,336)
Funds derived from operations	6,403,965	2,204,336
Long term loans	430,400	592,552
Disposals of fixed assets	2,883,878	805,557
Increase in provision for severance pay and pension costs	839,834	258,972
Recovery of taxes on income	624,203	14,990
Depreciation of fixed assets charged to contracts in progress	470,734	—
Other	—	172,325
	11,653,014	4,048,732

APPLICATION OF FUNDS

Additions to fixed assets and patents	7,651,323	5,102,354
Additions to fixed assets — dies and jigs	2,257,537	1,503,987
Reduction of long term debt	1,910,703	944,901
Increase (decrease) in investments	43,852	(222,892)
Loss due to the closing of a plant	404,747	—
Purchases of subsidiaries' shares	—	356,040
Loss due to termination or modification of subsidiary companies' business program	—	4,753,358
	12,268,162	12,437,748
(DECREASE) IN WORKING CAPITAL BEFORE EXCEPTIONAL ITEM	(615,148)	(8,389,016)
EXCEPTIONAL SOURCE OR (APPLICATION) OF FUNDS		
Excess of receipts over expenditures on uncompleted contracts (transferred to current liabilities)	(6,107,205)	6,107,205
NET (DECREASE) IN WORKING CAPITAL	(6,722,353)	(2,281,811)
WORKING CAPITAL AT BEGINNING OF YEAR	32,061,776	34,343,587
WORKING CAPITAL AT END OF YEAR	\$ 25,339,423	\$ 32,061,776

SUMMARY OF ACCOUNTING POLICIES

The accounting policies followed by the Company and its subsidiaries, together with the notes which follow, should be considered an integral part of the consolidated financial statements.

Basis of consolidation

The consolidated financial statements include the accounts of the Company and all its subsidiaries, expressed in Canadian dollars.

Translation of foreign currency

The accounts of foreign subsidiaries have been translated into Canadian dollars as follows:

- Current assets and current liabilities, at exchange rates in effect as at January 31, 1976.
- Fixed assets, investments, long term debt and other non-current liabilities on the basis of rates prevailing at each transaction date.
- Accumulated depreciation and amortization on the basis of the equivalent Canadian dollar cost of the related fixed assets.
- Revenue and expenditure accounts, except depreciation and amortization, at the average rates of exchange during the year.

Net exchange gain arising from the translation of foreign subsidiaries' accounts is included in the results of the year under other income.

Inventory valuation

Raw materials, products in process and finished products are valued at the lower of cost or net realizable value. The cost of products in process and finished products includes the cost of raw materials, direct labor and overhead.

Fixed assets

Fixed assets are recorded at acquisition cost and depreciation is computed on a straight-line basis as follows:

- a) for all the assets acquired since February 1, 1974, rates are based on the estimated useful lives of related assets summarized as follows:
- | | |
|---------------------------------------|---------------------|
| Buildings | from 10 to 40 years |
| Furniture, office and plant equipment | from 4 to 10 years |
| Machinery and equipment | from 3 to 15 years |
| Rolling stock | from 3 to 5 years |
| Dies and jigs | from 2 to 3 years |
- and depreciation is computed starting with the month of use of each asset.

- b) for all the assets acquired before February 1, 1974, the rates utilized are such that the book value of each class of assets is amortized over the remaining part of its estimated useful life.

Gains or losses on disposals of fixed assets are included in the results of the year.

Patents

Patents are recorded at acquisition cost and amortization is based on the life of each one.

Long term debt financing expense

These costs are amortized on a straight-line basis over the term of the debenture issue.

New products expenses

Net research, production and marketing costs of Can-Am motorcycles, incurred prior to January 31, 1974, are amortized equally on an annual basis over a five-year period starting on that same date.

All the research costs incurred during the year have been expensed.

Goodwill and excess of cost of shares of subsidiary companies over book value of their net assets at dates of acquisition

Generally, up to the end of the current year, no amortization has been charged to the operations except for recognition of permanent losses of value.

Income taxes

The company follows the tax allocation method of providing for income taxes. Under this method, timing differences between reported and taxable income (resulting from the deduction of expenses in reported profits in periods other than those in which they are included in the calculation of taxable income) result in deferred taxes. Potential tax benefits resulting from loss carry-forwards are not recognized.

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

1 — Inventories	1976	1975
Raw materials	\$14,667,229	\$22,239,648
Products in process	6,744,784	5,081,978
Finished products		
Vehicles		
Snowmobiles	2,833,526	7,990,285
Motorcycles and other	7,097,526	2,917,403
Parts	15,117,047	13,927,402
Other	1,131,267	2,337,375
	\$47,591,379	\$54,494,091
2 — Investments	1976	1975
Shares in other companies	\$ 18,555	\$ 18,015
Marketable securities (Market value — 1976: \$437,052; 1975: \$447,255)	235,117	182,031
Mortgages and other non-current receivables	282,327	292,101
	\$ 535,999	\$ 492,147

3 — Fixed assets

	Cost		Accumulated depreciation	
	1976	1975	1976	1975
Land	\$ 1,228,399	\$ 1,597,409		
Buildings	26,396,470	25,081,399	\$ 7,383,788	\$ 6,952,225
Equipment	46,948,245	44,874,229	32,241,072	32,059,633
Other	1,542,822	1,468,024	562,932	579,592
	\$76,115,936	\$73,021,061	\$40,187,792	\$39,591,450

4 — Other assets

	1976	1975
Patents, less accumulated amortization	\$ 745,434	\$ 738,317
Unamortized long term debt financing expense	440,485	469,057
Deferred new products' expenses	1,322,642	1,772,642
Goodwill	2,105,517	2,105,517
Excess of cost of shares of subsidiary companies over book value of their net assets, at dates of acquisition	23,630,368	23,630,368
	\$28,244,446	\$28,715,901

5 — Bank loans and bankers' acceptances

The loans outstanding at the balance sheet date are secured as follows:

	1976	1975
General assignment of book debts given by the Company and certain subsidiaries	\$18,435,748	\$23,860,483
General assignment of inventories given by the Company and certain subsidiaries	46,774,373	38,330,351
Floating charge given by one subsidiary	318,733	360,513

6 — Net advances on contracts in progress

	1976
Advances received	\$27,859,828
Expenses incurred	\$16,473,255
Prepayments to suppliers	2,022,774
Net advances	\$ 9,363,799

7 — Long term debt

	1976	1975
Bombardier Limited		
Sinking fund debentures		
Series A, 9%, 07/01/81	\$ 9,400,000	\$ 9,550,000
Series A, 9½%, 07/01/91	9,600,000	9,700,000
6% Note payable, 1976	100,000	200,000
4% Notes payable, 1977	28,291	41,626
Non-interest bearing note, 1978	376,319	400,498
Non-interest equipment loan, 1980	193,528	—
10% Mortgage loan, 1980	938,002	1,000,000
Sundry mortgage loans	52,229	77,944
Bombardier Corporation		
7½% Mortgage loan, 1982	157,266	168,230
Bombardier-Rotax G.m.b.H.		
Sundry	93,800	54,647
Heroux Limited		
6½% Mortgage loan, 1983	1,783,333	1,941,667
7½% First mortgage bonds, 1975	—	64,833
Equipment loans	135,644	59,155
Bombardier Transportation Products Ltd.		
12½% First mortgage bonds, 01/15/76	—	150,000
Performance Products, Inc.		
7% Mortgage loan, 1977	78,507	118,446
Ville-Marie Upholstering Ltd.		
10% Mortgage loan, 1976	160,835	183,183
Walker Manufacturing Co. Ltd.		
8½% Mortgage loan, 1977	—	489,173
	23,097,754	24,199,402
Amount due within one year	1,365,206	986,551
	\$21,732,548	\$23,212,851

Under the terms of the Trust Indenture signed at the date of issue of the Series A Debentures, said debentures are secured by a floating charge upon the undertaking and all property and assets, both present and future, of the Company in Canada.

The repayment requirements on the consolidated long term debt of the Company and its subsidiaries during the next five financial years are as follows:

1977	\$ 1,365,206
1978	1,106,411
1979	1,229,597
1980	1,790,700
1981	948,298

8 — Deferred taxes on income

The procedure followed by the Company concerning the computation of its taxes on income is described in the summary of accounting policies. The amount of the loss carry-forwards of the Company and its subsidiaries for tax purposes aggregates \$13,592,578 at January 31, 1976. The expiry years of these losses are as follows:

1977	\$ 630,928
1978	713,680
1979	4,690,147
1980	6,447,220
1981	1,110,603

Timing differences which, if recognized, would have resulted in a deferred income tax debit amount to approximately \$11,555,000 as at January 31, 1976.

9 — Capital stock

The capital stock of the Company is as follows:

Authorized	
25,000,000 Class A Common Shares, without nominal or par value	
13,000,000 Class B Common Shares, without nominal or par value	
Issued and fully paid	
15,834,968 Class A Common Shares	\$19,262,475
400,000 Class B Common Shares	1,091
	\$19,263,566

During the year 12,096,500 Class B Common Shares of the issued capital stock of the Company have been converted into Class A Common Shares.

No dividends may be declared on the class B Common Shares unless, during the then current financial year of the Company, at least an equivalent per share dividend shall have been declared on the Class A Common Shares. Each Class B Common Share is convertible at the option of the holder, into one Class A Common Share and 400,000 Class A Common Shares are reserved for such purpose. In all other respects the two classes of shares have the same rights and attributes.

10 — Dividends covenant

The Trust Indenture signed at the date of issue of the Series A Debentures contains certain restrictions on the payment of dividends. The most restrictive of these restrictions states that the aggregate amount of all dividends declared or paid after January 31, 1970 shall not exceed the Consolidated Net Income of the Company and its Restricted Subsidiaries (as defined) earned subsequent to that same date. Said Consolidated Net Income and dividends aggregate respectively \$11,170,893 and \$8,505,700.

11 — Remuneration of directors and senior officers

The remuneration paid by the Company to its 10 directors (9 since October 14, 1975) and 9 senior officers, 7 of whom are also directors, during the year ended January 31, 1976 was as follows:

Directors	\$ 7,799
Senior officers	533,522
	\$ 541,321

12 — Extraordinary items	1976	1975
Recovery of taxes on income	\$ 624,203	\$ 14,990
Capital deficiency of minority shareholders' in a subsidiary company	(42,274)	(516,273)
Loss due to the closing of a plant	(404,747)	—
Permanent losses of value in:		
Goodwill	—	(76,616)
Excess of cost of shares of subsidiary companies over book value of their net assets at dates of acquisition	—	(1,152,750)
Loss due to termination or modification of subsidiary companies' business programme	—	(4,753,358)
	\$ 177,182	\$ (6,484,007)

13 — Contingent liabilities and commitments

- a) (i) The Company is being sued in a U.S. of America District Court for the District of Massachusetts. It is alleged that Bombardier Limited induced an Italian company to illegally terminate an exclusive distribution contract for the sale of mini-bikes in North America. The plaintiff claims damages of approximately \$2,000,000 U.S. for loss of profits, \$355,000 for extra costs and \$7,000,000 for decrease in the business value of its enterprise. The Company believes it has defenses against the claim and will continue to present them to the Court. According to the Company's attorneys, no estimate of the outcome or of the extent of liability, if any, can be given at this time. No provision has been made in the financial statements in this respect.
- (ii) The Company and certain of its subsidiaries are also being sued in a U.S. of America District Court for the District of Minnesota, by one of its subsidiaries' former distributors. The plaintiff claims \$3,500,000 U.S. for alleged breach of contract and interference with contract, plus an amount of \$5,844,793 U.S. for alleged violation of the United States of America and District of Minnesota antitrust laws, which could be trebled under said antitrust laws. The Company

believes it has defenses against the claims and will continue to present them to the Court. According to the Company's attorneys, no estimate of the outcome or of the extent of liability, if any, can be given at this time. No provision has been made in the financial statements in this respect.

- (iii) The Company is also defendant in other lawsuits the outcome of which should not materially affect its financial position.

- b) In order to help its distributorship network in the financing of new recreative vehicles inventories, the Company and certain of its subsidiaries are parties to various floor plan programs and repurchase agreements with a number of financial institutions in Canada and in the United States of America. The maximum outstanding contingent liability in this respect approximated \$6,969,956 at January 31, 1976.
- c) The Company and its subsidiaries have leases of real property for varying terms up to a maximum of 9 years. Total rental expense for the year ended January 31, 1976 aggregated \$321,414 and minimum yearly rentals for the next five years will be: 1977 — \$310,280; 1978 — \$310,280; 1979 — \$308,122; 1980 — \$165,925; 1981 — \$124,000.
- d) Unrecorded commitments in respect of uncompleted capital expenditures and equipment on order amounted to approximately \$640,000 as at January 31, 1976.

14 — Anti-Inflation Program

The Company and its Canadian subsidiaries are subject to controls on prices, profits, compensation and dividends instituted by the Federal Government in the Anti-Inflation Act effective October 14, 1975. At this time there are a number of general uncertainties concerning implementation of the program so that the impact on the Company's future operations cannot be accurately determined.

15 — Reclassification

1975 figures have been reclassified to facilitate the comparison with those of 1976.

AUDITORS' REPORT

To the Shareholders of
Bombardier Limited:

We have examined the consolidated balance sheet of Bombardier Limited and its subsidiaries as at January 31, 1976 and the consolidated statements of earnings, retained earnings and changes in financial position for the year then ended. Our examination of the financial statements of Bombardier Limited and its subsidiaries of which we are auditors included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances. We have relied on the reports of the auditors who have examined the financial statements of the other subsidiaries.

In our opinion, based upon our examination and the reports of such other auditors, these consolidated financial statements present fairly the financial position of the Company and its subsidiaries as at January 31, 1976, the results of their operations and the changes in their financial position for the year then ended, in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

BELANGER, DALLAIRE, GAGNON & ASSOCIES
Chartered Accountants

Quebec, Canada
March 12, 1976.

FIVE YEAR SUMMARY

(in thousands of dollars, except the data per common share and the other statistics)

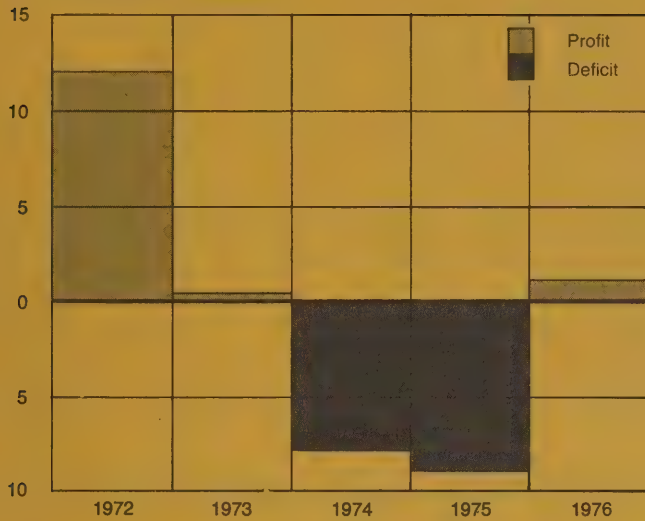
	1976	1975	1974	1973	1972
CONSOLIDATED STATEMENT OF EARNINGS					
Sales	\$ 160,568	\$ 138,556	\$ 132,144	\$ 150,785	\$ 182,974
Cost of sales	117,285	101,029	93,840	99,416	112,583
Selling and administrative expenses	29,606	26,798	29,669	34,083	32,926
Depreciation and amortization	4,904	4,508	8,623	8,375	8,230
Interest on long term debt	2,101	2,144	2,310	2,245	1,495
Other expenses	3,997	6,039	4,479	3,726	3,867
Other income	(1,632)	(1,555)	(3,139)	(1,608)	(1,331)
Minority shareholders' interest	6	(186)	(1)	(6)	(61)
Taxes on income	3,289	2,203	2,339	4,007	13,654
Extraordinary items	(177)	6,484	1,886	—	(466)
Net earnings (loss)	\$ 1,189	\$ (8,908)	\$ (7,862)	\$ 547	\$ 12,077
Net earnings (loss) per share	\$ 0.073	\$ (0.549)	\$ (0.489)	\$ 0.034	\$ 0.759
Pro-forma results under the new depreciation policy of fixed assets					
Net earnings (loss)	\$ 1,189	\$ (8,908)	\$ (5,375)	\$ 3,591	\$ 13,858
Net earnings (loss) per share	\$ 0.073	\$ (0.549)	\$ (0.335)	\$ 0.226	\$ 0.872
Average number of common shares	16,234,968	16,234,968	16,064,272	15,900,000	15,900,000
Shareholders of record	5,586	5,893	5,719	5,305	5,111
Dividends per common share					
Class A	—	—	—	0.60	0.60
Class B	—	—	—	0.05	0.10
Net additions to fixed assets	\$ 7,431	\$ 5,801	\$ 3,213	\$ 7,764	\$ 13,314

CONSOLIDATED BALANCE SHEET

Current assets	\$ 78,432	\$ 81,976	\$ 92,311	\$ 73,946	\$ 67,948
Current liabilities	53,093	49,915	57,968	34,581	27,471
Working capital	25,339	32,061	34,343	39,365	40,477
Investments	536	492	715	649	928
Fixed assets	35,928	33,430	31,510	34,869	35,153
Other assets	28,245	28,716	30,925	30,289	29,483
	90,048	94,699	97,493	105,172	106,041
Long term liabilities	24,936	30,824	24,425	24,463	23,329
Minority shareholders' interest	255	207	493	1,488	1,780
Shareholders' equity	\$ 64,857	\$ 63,668	\$ 72,575	\$ 79,221	\$ 80,932

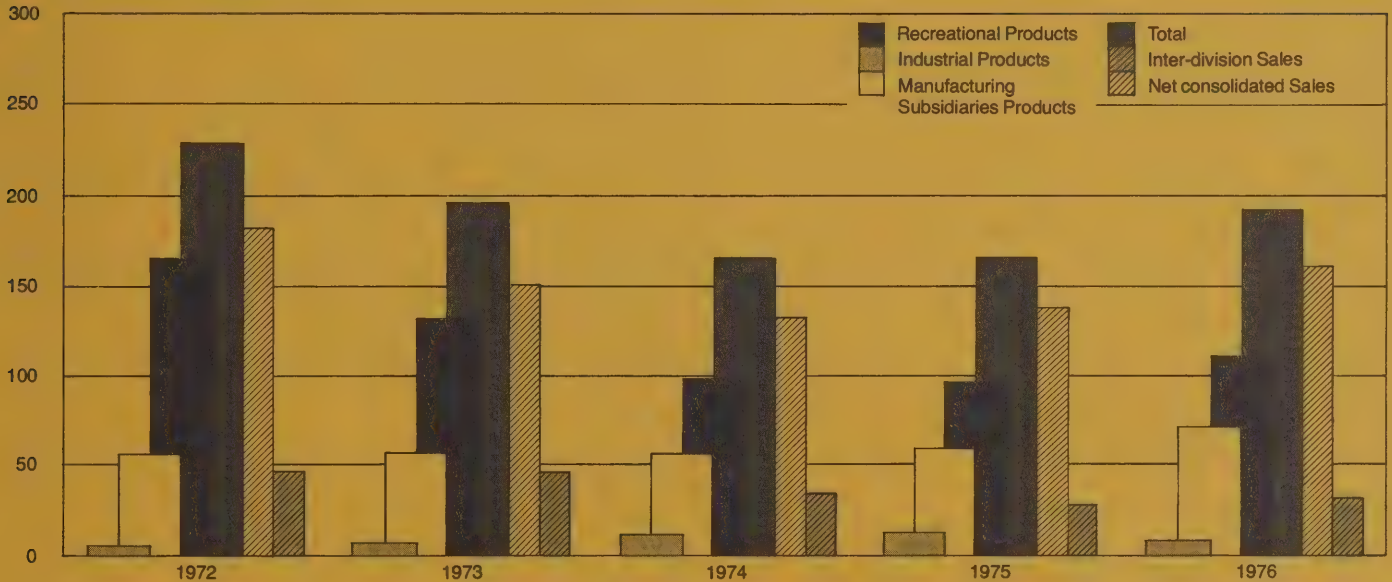
Net Profits

\$ (in millions of dollars)



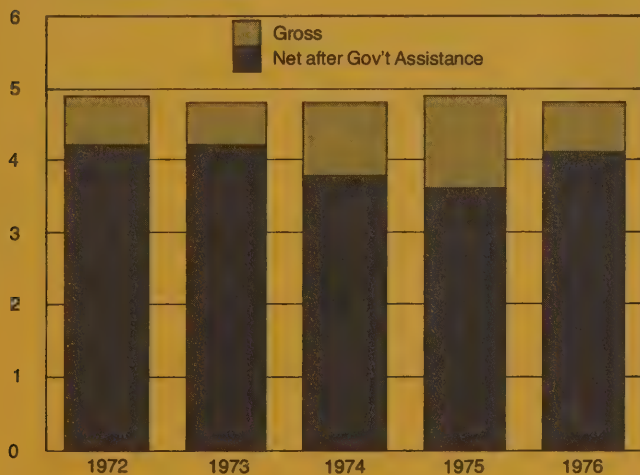
Net Sales

\$ (in millions of dollars)



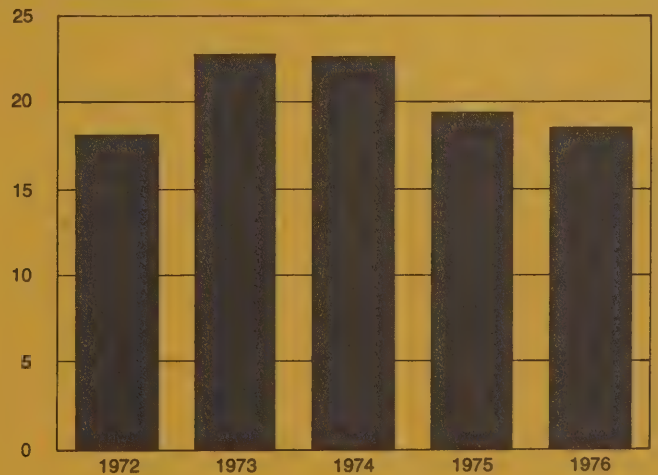
Research and Development

\$ (in millions of dollars)



Administrative Selling and General Expenses

% (percentage of sales)



CORPORATE DATA

BOARD OF DIRECTORS

Philippe de Gaspé Beaubien
Laurent Beaudoin
André Bombardier
John Ney Cole
Jean-Louis Fontaine
Jean-Paul Gagnon
J. Claude Hébert
Charles Leblanc, Q.C.
Pierre Poitras
Jean Rivard

CORPORATE OFFICERS

J. Claude Hébert
Chairman and Chief Executive Officer
Laurent Beaudoin
President and Chief Operating Officer
Ivan J. Kilpatrick
Senior Vice President
André Bombardier
Vice President
Charles Leblanc, Q.C.
Vice President, Administration
Pierre Poitras
Vice President, Finance, and Treasurer
Georges Hébert
Vice President, Manufacturing Subsidiaries Group
Jean Rivard
Secretary
Marie-Claire Simoneau
Assistant-Secretary

CORPORATE HEAD OFFICE

800 Dorchester Blvd. West
Suite 1520
Montreal H3B 1X9
Telephone: (514) 861-9481
Telex: 05-27229

TRUSTEE AND REGISTRAR FOR SERIES A DEBENTURE HOLDERS

The Royal Trust Company,
Montreal, Quebec
The registers are kept at the offices in
Halifax, Quebec, Montreal, Toronto,
Winnipeg and Vancouver

REGISTRAR, TRANSFER AGENT AND DIVIDEND DISBURSING AGENT

Montreal Trust Company, Halifax, Quebec,
Montreal, Toronto, Winnipeg, Calgary and Vancouver

STOCK EXCHANGE LISTINGS

Montreal and Toronto

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Quebec National Library
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CONSEIL D'ADMINISTRATION

Philippe de Gaspé Beaubien

Laurent Beaudoin

André Bombardier

John Ney Cole

Jean-Louis Fontaine

Jean-Paul Gagnon

J. Claude Hébert

Charles Leblanc, C.R.

Pierre Poitras

Jean Rivard

OFFICIERS ET GROUPE DE
DIRECTION GÉNÉRALE

J. Claude Hébert

Président du Conseil et Chef de la Direction

Laurent Beaudoin

Président et Chef de l'Exploitation

Ivan J. Kilpatrick

Premier Vice-Président

André Bombardier

Vice-Président

Charles Leblanc, C.R.

Vice-Président, Administration

Pierre Poitras

Vice-Président, Finances et Trésorier

Georges Hébert

Vice-Président, Groupe de Filiales Manufacturières

Jean Rivard

Secrétaire

Marie-Claire Simoneau

Secrétaire-Adjoint

SIÈGE SOCIAL

800, ouest, boulevard Dorchester

Suite 1520

Montréal H3B 1X9

Téléphone: (514) 861-9481

Telex: 05-27229

FIDUCIAIRE ET AGENT

D'ENREGISTREMENT DES

DÉTENTEURS DE DEBENTURES SÉRIE A

Compagnie Trust Royal, Montréal, Qué.

Les registres sont conservés aux bureaux de

Halifax, Québec, Montréal, Toronto,

Winnipeg et Vancouver

AGENT D'ENREGISTREMENT,

DE TRANSFERT ET DE PAIEMENT

DE DIVIDENDES

Montreal Trust Company, Halifax, Québec,

Montréal, Toronto, Winnipeg, Calgary et Vancouver

INSCRIPTION À LA BOURSE

Montréal et Toronto

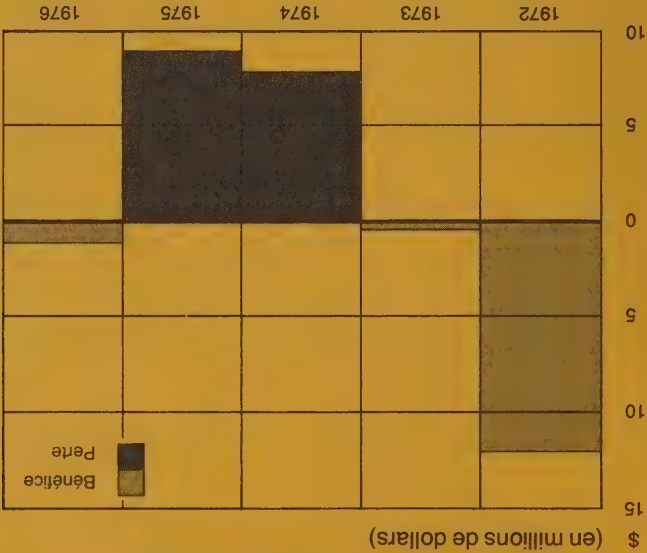
Dépôt légal

Bibliothèque nationale du Québec

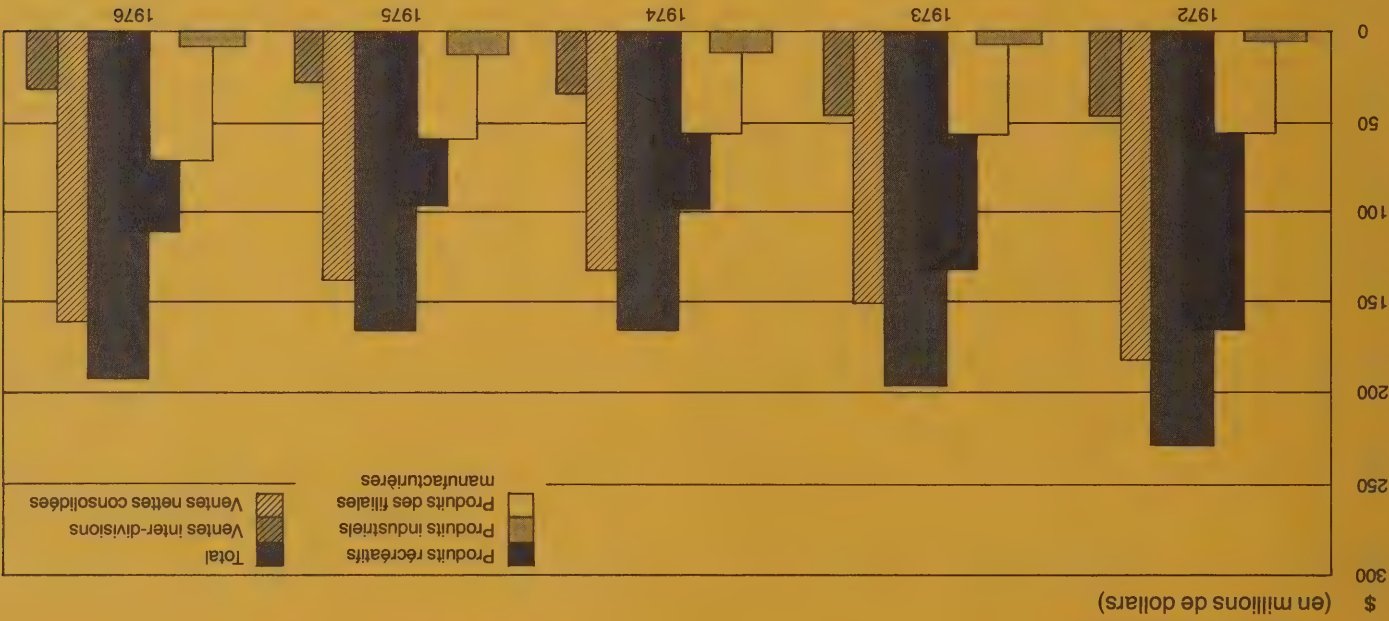
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Bombardier Limitée, 1976

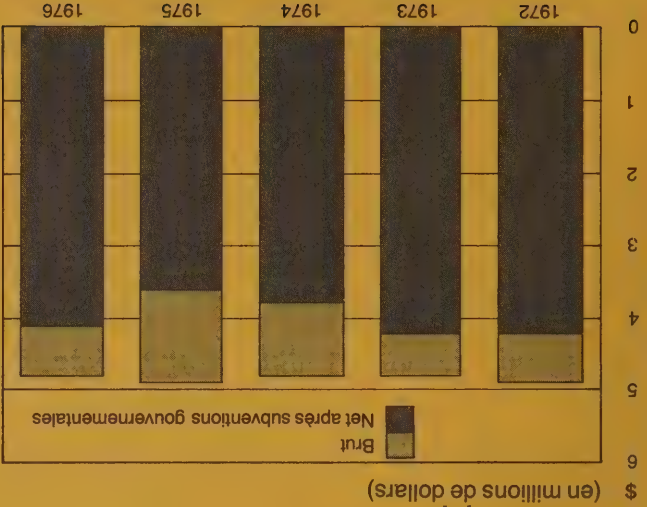
Bénéfice Net/Perte Nette



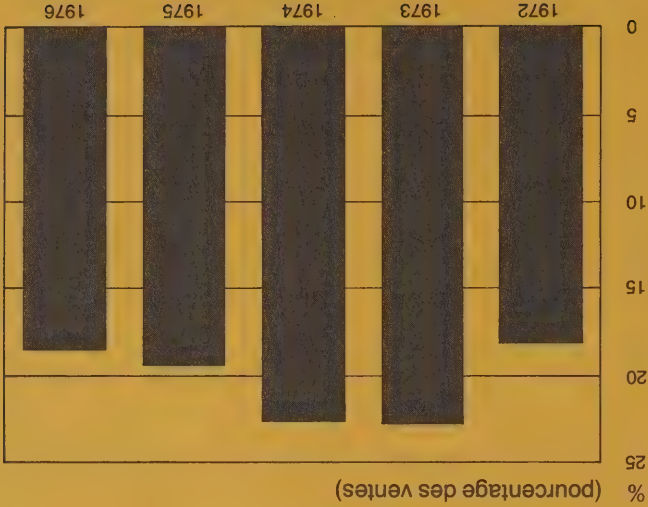
Ventes Nettes



Recherche et Développement



Frais de vente et d'administration



RÉTROSPECTIVE QUINQUENNALE

(en milliers de dollars, sauf les données par action et les éléments non monétaires)

	1976	1975	1974	1973	1972
--	------	------	------	------	------

ÉTAT CONSOLIDÉ DES BÉNÉFICES

Ventes	\$ 160,568	\$ 138,556	\$ 132,144	\$ 150,785	\$ 182,974
Coût des ventes	117,285	101,029	93,840	99,416	112,583
Frais de vente et d'administration	29,606	26,798	29,669	34,083	32,926
Amortissement	4,904	4,508	8,623	8,375	8,230
Intérêts sur la dette à long terme	2,101	2,144	2,310	2,245	1,495
Autres dépenses	3,997	6,039	4,479	3,726	3,867
Autres revenus	(1,632)	(1,555)	(3,139)	(1,608)	(1,331)
Participation des actionnaires minoritaires	6	(186)	(1)	(6)	(61)
Impôts sur le revenu	3,289	2,203	2,339	4,007	13,654
Postes extraordinaires	(177)	6,484	1,886	—	(466)
Bénéfice (perte) net(te)	\$ 1,189	\$ (8,908)	\$ (7,862)	\$ 547	\$ 12,077
Bénéfice (perte) net(te) par action ordinaire	\$ 0.073	\$ (0.549)	\$ (0.489)	\$ 0.034	\$ 0.759
Résultats pro-forma de l'application de la nouvelle méthode d'amortissement des immobilisations	\$ 1,189	\$ (8,908)	\$ (5,375)	\$ 3,591	\$ 13,858
Bénéfice (perte) net(te)	\$ 1,189	\$ (8,908)	\$ (5,375)	\$ 3,591	\$ 13,858
Bénéfice (perte) net(te) par action ordinaire	\$ 0.073	\$ (0.549)	\$ (0.335)	\$ 0.226	\$ 0.872
Nombre moyen d'actions ordinaires	16,234,968	16,234,968	16,064,272	15,900,000	15,900,000
Actionnaires enregistrés	5,586	5,893	5,719	5,305	5,111
Dividendes par action ordinaire:	—	—	—	0.60	0.60
Classe A	—	—	—	—	—
Classe B	—	—	—	0.05	0.10
Acquisitions nettes d'immobilisations	\$ 7,431	\$ 5,801	\$ 3,213	\$ 7,764	\$ 13,314

BILAN CONSOLIDÉ

Actif à court terme	\$ 78,432	\$ 81,976	\$ 92,311	\$ 73,946	\$ 67,948
Passif à court terme	53,093	49,915	57,968	34,581	27,471
Fonds de roulement	25,339	32,061	34,343	39,365	40,477
Placements	536	492	715	649	928
Immobilisations	35,928	33,430	31,510	34,869	35,153
Autres actifs	28,245	28,716	30,925	30,289	29,483
Passif à long terme	90,048	94,699	97,493	105,172	106,041
Participation des actionnaires minoritaires	24,936	30,824	24,425	24,463	23,329
255	207	493	1,488	1,780	
Avoir des actionnaires	\$ 64,857	\$ 63,668	\$ 72,575	\$ 79,221	\$ 80,932

12 — Postes extraordinaires

1975	\$	624,203	\$	14,990
Recouvrement d'impôts				
Insuffisance de capital des actionnaires				
minoritaires d'une filiale				
(42,274) (516,273)				
Perte occasionnée par la fermeture				
d'une usine				
(404,747)				
Baisses permanentes de valeur:				
Achat/adage				
Excédent du coût des actions de				
filiales par rapport à la valeur				
comptable de leurs actifs nets, aux				
dates d'acquisition				
— (1,152,750)				
Perte occasionnée par la cessation ou la				
modification des activités de filiales				
— (4,753,358)				
\$ 177,182 \$(6,484,007)				

13 — Passifs éventuels et engagements

- a) (i) La Compagnie est présentement défenderesse dans une action intentée contre elle devant une Cour de District des États-Unis d'Amérique, dans l'État du Massachusetts. Il est allégué que Bombardier Limitée aurait induit une société italienne à annuler illégalement un contrat relatif à la distribution exclusive de certaines catégories de "mini-bikes" en Amérique du Nord. La réclamation à titre de dommages se répartit approximativement comme suit: \$2,000,000 E.U. pour perte de profits, \$355,000 pour frais additionnels et \$7,000,000 pour diminution de la valeur commerciale de l'entreprise de la demanderesse. La Compagnie croit au bien-fondé de sa défense et continue à faire valoir ses droits devant les tribunaux. De l'avis de ses procureurs, il est présentement impossible d'évaluer le dénouement du litige et le montant, le cas échéant, qu'elle pourrait être appelée à verser. Les états financiers ne tiennent compte d'aucune provision à cet égard.
- (ii) La Compagnie est également défenderesse dans une action intentée contre elle et certaines de ses filiales devant une Cour de District des États-Unis d'Amérique, dans l'État du Minnesota, par un ancien distributeur d'une de ses filiales. Les réclamations se répartissent comme suit: \$3,500,000 E.U. pour bris et non respect de contrat ainsi qu'un montant total de \$5,844,793 E.U. pour prétendue violation des lois anti-trust

RAPPORT DES VÉRIFICATEURS

Aux actionnaires de Bombardier Limitée,

Nous avons examiné le bilan consolidé de Bombardier Limitée et de ses filiales au 31 janvier 1976 et les états consolidés des bénéfices, des bénéfices non répartis et de l'évolution de la situation financière pour l'exercice terminé à cette date. Notre examen des états financiers de Bombardier Limitée et des filiales dont nous sommes les vérificateurs a comporté une revue générale des procédés comptables et tels sondages des registres comptables et autres preuves à l'appui que nous avons jugés nécessaires dans les circonstances. Nous nous en sommes remis à l'opinion des vérificateurs qui ont examiné les états financiers des autres filiales.

Québec, Canada
le 12 mars 1976.

BELANGER, DALLAIRE, GAGNON & ASSOCIÉS
Comptables agréés

- des États-Unis d'Amérique et de l'État du Minnesota que le demandeur requiert la Cour de tripler en vertu des dites lois anti-trust. La Compagnie croit au bien-fondé de sa défense et continue à faire valoir ses droits devant les tribunaux. De l'avis de ses procureurs, il est présentement impossible d'évaluer le dénouement du litige et le montant, le cas échéant, qu'elle pourrait être appelée à verser. Les états financiers ne tiennent compte d'aucune provision à cet égard.
- (iiii) La Compagnie est défenderesse dans d'autres poursuites judiciaires dont l'issue ne devrait pas affecter de façon importante sa situation financière.
- b) En vue d'aider son réseau de distribution, à financer ses stocks de véhicules neufs, la Compagnie et certaines de ses filiales sont parties à divers plans de financement au gros et d'ententes relatives au rachat de tels véhicules avec diverses institutions financières, tant au Canada qu'aux États-Unis d'Amérique. La responsabilité éventuelle maximum à cet égard est estimée à \$6,969,956 en date du 31 janvier 1976.
- c) La Compagnie et ses filiales sont parties à des baux de propriétés immobilières pour des périodes s'étendant jusqu'à neuf ans. La dépense de loyer pour l'année terminée le 31 janvier 1976 s'est élevée à \$321,414 et les loyers annuels minima pour les cinq prochains exercices financiers seront les suivants: 1977 — \$310,280; 1978 — \$310,280; 1979 — \$308,122; 1980 — \$165,925; 1981 — \$124,000.
- d) Le coût estimé pour terminer les travaux d'installations en cours et les engagements pour l'achat d'équipement s'établissent à environ \$640,000 au 31 janvier 1976.
- 14 — Loi anti-inflation
- La Compagnie et ses filiales canadiennes sont assujetties aux contrôles sur les prix, les bénéfices, les rémunérations et les dividendes institués par le gouvernement fédéral à compter du 14 octobre 1975. L'application de ce programme fait l'objet de diverses incertitudes et il n'est pas possible de déterminer avec précision quelles seront ses répercussions sur les activités futures de la Compagnie.
- 15 — Présentation modifiée
- La présentation des chiffres de l'exercice terminé le 31 janvier 1975 a été changée de façon à les rendre comparatifs à ceux de 1976.

3 — Immobilisations

	1976	1975	1976	1975
Amortissement accumulé				
Coût				
Terrains	\$ 1,228,399	\$ 1,597,409		
Bâtisses	26,396,470	25,081,399	\$ 7,383,788	\$ 6,952,225
Équipement	46,948,245	44,874,229	32,241,072	32,059,633
Autres	1,542,822	1,468,024	562,932	579,592
	\$76,115,936	\$73,021,061	\$40,187,792	\$39,591,450

4 — Autres actifs	1976	1975
Brevets, moins l'amortissement accumulé	\$ 745,434	\$ 738,317
Frais de financement de la dette à long terme non amortis	440,485	469,057
Dépenses relatives aux nouveaux produits reportées	1,322,642	1,772,642
Achalandage	2,105,517	2,105,517
Excédent du coût des actions des filiales par rapport à la valeur comptable de leurs actifs nets, aux dates d'acquisition	23,630,368	\$28,244,446
	\$28,244,446	\$28,715,901

5 — Emprunts et acceptations de banque

Les garanties fournies aux banques relativement aux emprunts en cours à la date du bilan comprennent:	1976	1975
Nantissement général de comptes à recevoir par la Compagnie et certaines filiales	\$18,435,748	\$23,860,483
Nantissement général des stocks par la Compagnie et certaines filiales	46,774,373	38,330,351
Charge flottante sur l'actif d'une filiale	318,733	360,513

6 — Avances nettes sur contrats en cours	1976	
Avances reçues	\$27,859,828	
Dépenses encourues	\$16,473,255	
Avances à des fournisseurs	2,022,774	
Avances nettes	\$ 9,363,799	

7 — Dette à long terme	1976	1975
Bombardier Limitée		
Débentures à fonds d'amortissement	Série A, 9%, 01/07/81	
Série A, 9 3/4 %, 01/07/91		
Billet, 6%, 1976		
Billet, sans intérêt, 1978		
Billets, 4%, 1977		
Du sur machinerie, sans intérêt, 1980		
Hypothèque, 10%, 1980		
Hypothèques diverses	938,002	1,000,000
Bombardier Corporation	157,266	168,230
Bombardier-Rotax G.m.b.H.		
Divers	93,800	54,647
Héroux Limitée		
Hypothèque, 6 1/2 %, 1983	1,783,333	1,941,667
Obligations, 7 1/2 %, première hypothèque, 1975		
Du sur machinerie	135,644	59,155
Matériel de Transport Bombardier Ltée		
Obligations, 12 1/2 %, première hypothèque, 15/01/76		
Performance Products, Inc.		
Hypothèque, 7 %, 1977	78,507	118,446
Ville-Marie Rembourrage Ltée		
Hypothèque, 10 %, 1976	160,835	183,183
Walker Manufacturing Co. Ltd.		
Hypothèque, 8 1/2 %, 1977	—	489,173
Montant échéant en deçà d'un an	23,097,754	24,199,402
	1,365,206	986,551
	\$21,732,548	\$23,212,851

En vertu d'un acte de fiducie intervenu à l'émission des débentures série A, celles-ci sont garanties par une charge flottante sur tous les biens présents et futurs de la Compagnie au Canada.

Les paiements requis sur la dette à long terme consolidée de la Compagnie et de ses filiales pour les cinq prochains exercices financiers sont les suivants:

1977	\$ 1,365,206
1978	1,106,411
1979	1,229,597
1980	1,790,700
1981	948,298

8 — Impôts sur le revenu reportés

Le mode de comptabilisation des impôts est expliqué dans l'énoncé des conventions comptables. Le montant total des pertes que la Compagnie et ses filiales peuvent reporter aux fins d'impôts est de \$13,592,578 en date du 31 janvier 1976. L'analyse de ces pertes par année d'expiration est la suivante:

1977	\$ 630,928
1978	713,680
1979	4,690,147
1980	6,447,220
1981	1,110,603
Les écarts temporaires qui, si on en avait tenu compte, auraient donné lieu à un report d'impôts débiteur sont d'approximativement \$11,555,000 en date du 31 janvier 1976.	

9 — Capital-actions

Le capital-actions de la Compagnie est le suivant:

Autorisé	
25,000,000 d'actions ordinaires classe A sans valeur au pair	
13,000,000 d'actions ordinaires classe B sans valeur au pair	
Emis et payé	
15,834,968 actions ordinaires classe A	\$19,262,475
400,000 actions ordinaires classe B	1,091
	\$19,263,566
Au cours de l'exercice 12,096,500 actions de classe B, du capital-actions émis de la Compagnie, ont été converties en actions de classe A.	
Aucun dividende ne peut être déclaré sur les actions ordinaires classe B à moins que, pendant l'année financière alors en cours de la Compagnie, un dividende par action au moins équivalent n'ait été déclaré sur les actions ordinaires classe A. Chacune des actions ordinaires classe B peut être convertie, au choix du détenteur, en une action ordinaire classe A, et 400,000 actions ordinaires classe A sont réservées à cette fin. Sous tous les autres rapports, les deux classes d'actions ont les mêmes droits et privilèges.	

10 — Engagement relatif aux dividendes

L'acte de fiducie intervenu à l'émission des débentures série A contient des dispositions relatives au paiement de dividendes. La plus restrictive de ces dispositions stipule que le montant global de tous les dividendes déclarés ou payés après le 31 janvier 1970 ne devra pas excéder le revenu net consolidé de la Compagnie et de ses filiales restreintes (tel que défini) gagné ultérieurement à cette même date. Teis bénéfices nets consolidés et dividendes s'élevaient respectivement à \$11,170,893 et \$8,505,700.

11 — Rémunération des administrateurs et des cadres supérieurs

La rémunération globale payée par la Compagnie, à 10 administrateurs (9 à compter du 14 octobre 1975) et 9 cadres supérieurs dont 7 sont également administrateurs, pendant l'année terminée le 31 janvier 1976 a été la suivante:

Comme administrateurs	\$ 7,799
Comme cadres supérieurs	533,522
	\$ 541,321

ÉNONCÉ DES CONVENTIONS COMPTABLES

Les conventions comptables adoptées par la Compagnie et ses filiales font partie intégrante des états financiers consolidés au même titre que les notes qui les accompagnent.

Principes de la consolidation

Les états financiers consolidés comprennent les comptes de la Compagnie et de toutes ses filiales exprimés en dollars canadiens.

Conversion des devises étrangères

Les comptes des filiales étrangères ont été convertis en dollars canadiens de la façon suivante:

- Les actifs et passifs à court terme aux taux de change en vigueur le 31 janvier 1976;
- Les actifs immobilisés, les placements, la dette et les autres passifs à long terme, aux taux de change en vigueur à la date de chaque transaction;
- Les amortissements accumulés au prorata du coût équivalent en dollars canadiens des actifs immobilisés;
- Les comptes de revenus et de dépenses, à l'exclusion de l'amortissement, aux taux moyens en vigueur pendant l'année.

Le gain net de change afférent à la conversion est inclus dans les résultats de l'exercice sous la rubrique autres revenus.

Évaluation des stocks

Les stocks de matières premières, de produits en cours de fabrication et de produits finis sont évalués au plus bas du prix coûtant ou de la valeur nette de réalisation. Le coût des produits en cours de fabrication et des produits finis comprend le coût des matières premières, la main-d'oeuvre directe et les frais de fabrication.

Immobilisations

Les immobilisations sont comptabilisées au coût d'acquisition et l'amortissement est calculé selon la méthode de la ligne droite comme suit:

a) Pour tous les actifs acquis depuis le 1er février 1974 les taux sont basés sur la durée d'utilisation prévue de chaque élément d'actif qui se résume comme suit:

Bâtisses de 10 à 40 ans

Mobilier, équipement de bureau et d'atelier de 4 à 10 ans

Machinerie et outillage de 3 à 15 ans

Matériel roulant de 3 à 5 ans

Matrices et moules de 2 à 3 ans

et l'amortissement est calculé à compter du mois de la mise en service de l'élément d'actif.

b) Pour tous les actifs acquis antérieurement au 1er février 1974 les taux utilisés permettent d'en amortir la valeur aux livres sur le reste de la vie utile prévue de chaque catégorie d'actifs.

Les gains ou pertes sur aliénations sont imputés aux opérations.

NOTES AUX ÉTATS FINANCIERS CONSOLIDÉS

Brevets

Les brevets sont comptabilisés au coût d'acquisition et l'amortissement est calculé selon la durée de chacun.

Frais de financement de la dette à long terme

Ces frais sont amortis à un taux uniforme basé sur la durée de l'émission de débentures.

Dépenses relatives aux nouveaux produits

Les dépenses nettes de recherche, de mise en production et en marché des motocyclettes Can-Am, encourues antérieurement au 31 janvier 1974, sont amorties sur une période de cinq ans à compter de cette date. Toutes les dépenses de recherche encourues au cours du présent exercice ont été imputées aux opérations.

Achalandage et excédent du coût des actions des filiales par rapport à la valeur comptable de leurs actifs nets aux dates d'acquisition

Jusqu'à date, règle générale, aucun amortissement n'a été imputé aux opérations, sauf dans les cas où il y avait eu baisse de valeur considérée permanente.

Impôts sur le revenu

La Compagnie comptabilise ses impôts selon la méthode du report d'impôt. Selon cette méthode, les écarts temporaires entre le revenu comptable et le revenu fiscal (occasionnés par le fait que certaines dépenses sont imputées aux opérations à des époques différentes pour fins comptables et pour fins fiscales) se traduisent par des impôts sur le revenu reportés. Les avantages fiscaux latents découlant du report de pertes sur les exercices subséquents ne sont pas comptabilisés.

1 — Stocks		1976	1975
Matières premières	\$14,667,229	\$22,239,648	
Produits en cours	6,744,784	5,081,978	
Produits finis			
Véhicules	2,833,526	7,990,285	
Motos-neige	7,097,526	2,917,403	
Motocyclettes et autres	15,117,047	13,927,402	
Pièces	1,131,267	2,337,375	
Autres	\$47,591,379	\$54,494,091	
2 — Placements		1976	1975
Actions d'autres compagnies	\$ 18,555	\$ 18,015	
Valeurs négociables (valeur du marché — 1976: \$437,052; 1975: \$447,255)	235,117	182,031	
Hypothèques et autres créances à recevoir	282,327	292,101	
	\$ 535,999	\$ 492,147	

ÉTAT CONSOLIDÉ DE L'ÉVOLUTION DE LA SITUATION FINANCIÈRE pour l'exercice terminé le 31 janvier 1976

PROVENANCE DES FONDS

1975	1976
\$ (2,423,697)	\$ 1,011,734
(185,800)	6,028
4,537,064	4,932,810
386,105	859,033
(109,336)	(405,640)
2,204,336	6,403,965
592,552	430,400
805,557	2,883,878
258,972	839,834
14,990	624,203
—	470,734
172,325	—
4,048,732	11,653,014

EMPLOI DES FONDS

5,102,354	7,651,323
1,503,987	2,257,537
944,901	1,910,703
(222,892)	43,852
—	404,747
356,040	—
4,753,358	—
12,437,748	12,268,162
(8,389,016)	(615,148)
	(6,107,205)
6,107,205	(6,107,205)
(2,281,811)	(6,722,353)
34,343,587	32,061,776
\$ 32,061,776	\$ 25,339,423

PASSIF ET AVOIR DES ACTIONNAIRES

À COURT TERME	
Comptes à payer et frais courus	\$ 19,017,187
Emprunts de banque (Note 5)	5,591,000
Acceptations de banque (Note 5)	15,000,000
Provision pour garanties	929,136
Impôts sur le revenu	1,826,441
Avances nettes sur contrats en cours (Note 6)	9,363,799
Partie de la dette à long terme échéant en deçà d'un an	1,365,206
	53,092,769
EXCÉDENT DES ENCAISSEMENTS SUR LES DÉPENSES ENCOURUES DES CONTRATS EN COURS	—
DETTE À LONG TERME (Note 7)	21,732,548
PROVISION POUR ALLOCATIONS DE DÉPART ET PRESTATIONS DE RETRAITE	1,958,337
IMPÔTS SUR LE REVENU REPORTÉS (Note 8)	1,245,138
PARTICIPATION DES ACTIONNAIRES MINORITAIRES DANS LES FILIALES	255,273
AVOIR DES ACTIONNAIRES	
Capital-actions (Note 9)	19,263,566
Bénéfices non répartis	45,593,150
	64,856,716
	\$143,140,781
PASSIFS EVENTUELS ET ENGAGEMENTS (Note 13)	
	\$144,614,150

Pour le conseil d'administration
Laurent Beaudoin, administrateur
Pierre Poitras, administrateur

ACTIF

1976	1975		
À COURT TERME			
Encaisse	\$ 4,205,140	\$ 4,107,753	
Comptes à recevoir	25,770,851	22,080,587	
Stocks (Note 1)	47,591,379	54,494,091	
Frais payés d'avance	864,822	1,294,060	
	78,432,192	81,976,491	
PLACEMENTS, au prix coûtant (Note 2)		535,999	492,147
IMMOBILISATIONS (Note 3)			
Terrains, bâtiments, équipement et autres	76,115,936	73,021,061	
Amortissement accumulé	40,187,792	39,591,450	
	35,928,144	33,429,611	
AUTRES ACTIFS (Note 4)			
	28,244,446	28,715,901	
	\$143,140,781	\$144,614,150	

**ÉTAT CONSOLIDÉ
DES BÉNÉFICES**
pour l'exercice terminé le 31 janvier 1976

1976	\$160,568,162	
Ventes nettes		
	\$138,556,331	
Coût des ventes		
	117,284,539	
Frais de vente et d'administration		
	29,606,322	
Amortissement des immobilisations		
	4,340,116	
Amortissement des dépenses reportées		
	450,000	
Amortissement des brevets		
	114,122	
	151,795,099	
Bénéfice d'exploitation		
	8,773,063	
Intérêts sur la dette à long terme et amortissement des frais de financement		
	(2,101,133)	
Autres intérêts		
	(3,197,346)	
Autres dépenses		
	(799,398)	
Autres revenus		
	1,631,599	
Bénéfice (perte) avant impôts sur le revenu, participation des actionnaires minoritaires et postes extraordinaires		
	4,306,785	
Participation des actionnaires minoritaires		
	(6,028)	
Impôts sur le revenu		
	(2,429,990)	
Impôts sur le revenu reportés		
	(859,033)	
Bénéfice (perte) avant postes extraordinaires		
	1,011,734	
Postes extraordinaires (Note 12)		
	177,182	
Bénéfice (perte) net(te)		
	\$ 1,188,916	
Bénéfice (perte) par action de classe A et de classe B		
	6.23¢	
Avant postes extraordinaires		
Incluant postes extraordinaires		
	7.32¢	
	(14.93¢)	
	(54.87¢)	

**ÉTAT CONSOLIDÉ
DES BÉNÉFICES NON RÉPARTIS**
pour l'exercice terminé le 31 janvier 1976

1976	\$ 44,404,234	
Solde au début de l'exercice		
	\$ 53,311,938	
Bénéfice (perte) net(te)		
	1,188,916	
Solde à la fin de l'exercice		
	\$ 45,593,150	
	\$ 44,404,234	

formes aux normes sur le bruit telles qu'établies par le Snowmobile Safety Certification Committee de l'ISIA, un organisme de contrôle qui travaille en étroite collaboration avec les gouvernements du Canada et des Etats-Unis.

Nous sommes aussi satisfaits du progrès de notre motocyclette Can-Am. Les ventes ont augmenté l'an dernier bien que le marché ait baissé. Notre moto s'est signalée aux courses internationales. Des motocyclettes Can-Am se sont classées au premier rang dans quatre courses importantes de motocross, aux Etats-Unis; elles ont de plus remporté une médaille d'or et une de bronze aux Epreuves de six jours disputées à Isle of Man, en Angleterre, et elles ont battu trois records de vitesse dans des compétitions de la classe régulière à Bonneville, Utah.

Nous avons élargi la gamme de nos produits marins en lançant sur le marché le nouveau voilier, le 3.8, et un canot de fibre de verre de 15 pieds d'une capacité de charge de 800 lb.

Le Groupe des Produits Industriels

La récession économique a particulièrement affecté les ventes de ce groupe. La plupart de ses produits sont destinés à l'industrie forestière et celle-ci a été dure-ment frappée par la récession. Elle a donc dû réduire ses commandes, ce qui a causé une diminution des ventes de ce groupe.

Cependant, celles-ci ont augmenté au cours des premiers mois de 1976 et nous sommes confiants que l'année en cours sera meilleure. Le nouveau Skidoozer SV 302, conçu pour l'entretien des pistes de ski, a été bien reçu; un nouveau modèle pour l'entretien des sentiers de motocneiges, le Skidoozer SV 252, va être lancé cet hiver. La demande pour le B-15, mis en production en 1974, va grandissant et un nouveau modèle de cette série, le B-15L, a complété avec succès tous les essais de l'industrie des pâtes et papiers du sud des Etats-Unis pour laquelle il est conçu. Les perspectives de ventes pour ces deux véhicules s'annoncent bonnes.

La plus grande réalisation de ce groupe, en 1975, a été son expansion dans le domaine de la fabrication des bogies des voitures de métro. La transition s'est bien effectuée et dans un court laps de temps.

Au cours de la dernière année, nous avons investi environ deux millions de dollars à des fins d'expansion et d'achat d'équipement de production et de contrôle de la qualité. Les pièces fabriquées avec le nouvel équipe-ment de production, qui comprend des machines à commande automatique, un four de détensionnement et une grenailleuse, sont plus précises et moins coûteuses à produire. Il s'agit principalement des différents des véhicules chenillés et des pièces de précision pour la fabrication des bogies des voitures de métro.

Le Groupe du Matériel de Transport

En 1975, on a agrandi et réoutillé l'usine d'assemblage

des voitures de métro et de grandes lignes, qui est située à La Pocatière, et on a commencé la fabrication des 423 voitures pour la CUM. Malheureusement, nous accusons des retards considérables dans la livraison de ces voitures à cause d'une grève des employés qui a paralysé l'usine du 2 décembre 1975 au 20 avril 1976. Bombardier-MLW a obtenu un contrat de fabrication au montant de \$27.2 millions du Chicago South Suburban Mass Transit District. Ce contrat prévoit la fabrication de 36 rames automobiles qui doivent être livrées en 1977 et 1978 et qui seront éventuellement utilisées par le Illinois Central Gulf Railroad.

Bombardier-Rotax

L'usine de Vienne est en pleine production et on s'attend à ce que la demande des tramways soit plus forte cette année. A la suite d'une entente avec Düwag, cette usine fabrique un des modèles de tramways les plus perfectionnés qui soient. Ce groupe s'est vu octroyer un contrat de fabrication pour les coquilles du funiculaire sur rail Olympiabahn, qui fut installé pour les Jeux Olympiques d'hiver de 1976 qui eurent lieu à Innsbruck, en Autriche, il y a quelques mois.

A l'usine des moteurs de Gunterskirchen, on a mis l'accent sur le perfectionnement des moteurs de motocneiges et de motocyclettes et on étudie présentement de nouveaux débouchés pour ces moteurs.

Le Groupe des Filiales Manufacturières

Ce groupe continue d'augmenter ses ventes à l'extérieur de Bombardier. On a perfectionné les méthodes de production et on a intégré les opérations pour éviter la duplication des services. A la division vêtements, on a réparti la production entre deux usines au lieu de quatre et on a discontinué la confection des vêtements qui n'étaient pas rentables.

Roski Ltée a livré et installé les sièges du stade olympique de Montréal. Cette filiale projette de se lancer dans la fabrication de ce produit qui lui offre d'intéressantes possibilités.

Il nous a fait plaisir de vous faire part des résultats de 1975, car ils sont une nette amélioration sur ceux de l'année dernière. Nous sommes confiants que la situation ira en progressant et que les résultats de l'année en cours seront encore plus encourageants. L'équipe, qui comprend maintenant tous les employés de Bombardier-MLW, travaille activement à atteindre cet objectif.

Nous tenons à remercier nos employés, nos clients, nos fournisseurs et nos actionnaires de leur appui et de leurs efforts grâce auxquels l'année 1975 en fut une de succès.

J. Claude Hébert
président du conseil et
chef de la direction
Laurent Beaudoin
président et chef
de l'exploitation

Montréal, Canada, le 4 juin 1976



AUX ACTIONNAIRES

L'année terminée a été satisfaisante. En plus d'avoir réorganisé la production afin d'accroître l'efficacité des opérations, la compagnie a réussi à redresser substantiellement sa situation financière. Celle-ci avait été particulièrement affectée l'année précédente par l'instabilité du marché du matériel des loisirs et la baisse de l'économie en général.

L'industrie de la motoneige, dont Bombardier est toujours le chef de file, est maintenant plus stable. La compagnie s'est adaptée aux nouvelles tendances du marché de la motoneige et s'est lancée dans de nouveaux champs d'activité dont la fabrication de voitures de transport urbain. Déjà le groupe responsable de ce secteur, créé il y a deux ans à peine, travaille activement à remplir une commande de voitures de métro pour la CUM (Communauté Urbaine de Montréal). Toutefois, l'événement majeur de la dernière année fut l'intégration de Bombardier Limitée et de MLW-Worthington Limitée en un seul complexe industriel, Bombardier-MLW. Nous sommes présentement à intégrer les ressources de ces deux entreprises pour qu'elles puissent toutes deux tirer profit des avantages qu'offre le nouveau complexe.

LES RÉSULTATS FINANCIERS

Au cours de l'année 1975, nous avons franchi une étape importante en vue d'atteindre la stabilité financière à long terme. Nos efforts pour uniformiser les opérations et résoudre les problèmes des inventaires de motoneiges ont porté fruit. Nous avons réalisé un profit net de \$1,188,916, ou 7.32¢ l'action, une amélioration de \$10 millions sur la perte de (\$8,907,704), ou (54.87¢) l'action, encourue pour la même période l'année précédente.

Les ventes nettes consolidées de Bombardier Limitée et de ses filiales furent de \$160,568,162, une augmentation sur celles de l'année précédente qui avaient été de \$138,556,331. Tous les secteurs de l'entreprise ont réalisé des gains, à l'exception du Groupe des Produits Industriels lequel a été affecté par la diminution des

LES EXPLOITATIONS

Le Groupe des Produits Récréatifs

Le rendement de ce groupe s'est constamment amélioré au cours de la dernière année. La production a été planifiée en fonction de la demande, ce qui a permis au groupe de surmonter le problème complexe causé par la surabondance de motoneiges sur le marché et la diminution des ventes en général. Bombardier a commandé une étude sur la situation du marché de la motoneige qui démontre que la demande pour ce produit s'est stabilisée et que le sport continue d'attirer de nouveaux adeptes.

Selon les chiffres publiés par l'ISIA (association internationale de l'industrie de la motoneige) en février dernier, la part du marché détenue par Bombardier a augmenté de 3.5% en 1975. De plus, nous avons réussi à diminuer le nombre de nos motoneiges en inventaire. En date du 31 mars 1975, nous en avions 28,000, soit 26.6% du nombre total pour l'industrie, qui était de 105,000. A la même date cette année, nous n'en avions plus que 18,000, soit 21.9% du nombre total pour l'industrie, qui est de 82,000.

Nos modèles de motoneiges 1976 et 1977 sont les plus perfectionnés que nous ayons fabriqués à ce jour. Ils sont munis d'un nouveau moteur Rotax à valve rotative qui est très résistant et efficace. Ce moteur est d'ailleurs une des principales caractéristiques de notre nouveau modèle de motoneige Ski-Doo, le RV, véhicule léger à haute performance. Toutes nos motoneiges sont con-

Ski-Doo®'76



Take a good look.



With our full range line-up for 1976, you don't have to go any farther than your Ski-Doo® dealer to find exactly the new machine you want.

But, if you are going to look at other snowmobiles, make sure you take a *good* look.

Lift the cabs and look inside. Get down on your hands and knees and look underneath.

Take a



Check the features. Compare the quality.

Ski-Doo wants you to be sure and take a *good* look before you buy. Because, when you get right in close where it counts, we know you'll *see* the difference Ski-Doo experience makes.

good look.

Take a good look

The heart of every snowmobile is the engine. It's one of the first places you start from when you design a new sled. And it's one of the first places you should start from when you buy a new sled.

But how? When you go to your dealer's showroom, lift up the cab and look at the engine, just about everything that matters is on the inside where you can't see it.

There's really only one thing on the outside of the engine that will tell you much about how good a powerplant it is.

And that's the name.

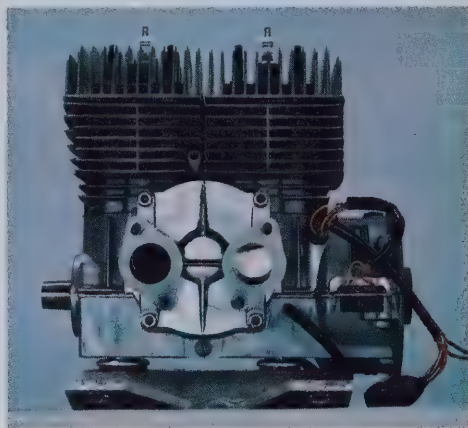
The heart of every Ski-Doo® snowmobile is a Rotax engine. An important point. Because Rotax isn't just our brand name on somebody else's product. It's our own engine, built in our own plant to our

own precise and rigorous standards.

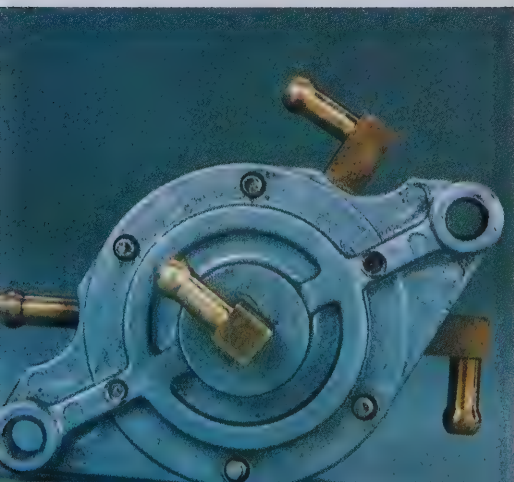
Because we don't have to settle for somebody's stock powerplant (perhaps under-designed or over-designed for the intended sled), you don't have to settle for a snowmobile that starts off either unreliable or uneconomical to operate. So, whichever Ski-Doo model you buy, the engine that powers it has been designed to meet its specific chassis requirements. Without compromise.

There are *nine* different engines in the Ski-Doo line-up for '76. From the durable 250 single cylinder Rotax in our lightweight Elan to the new Rotax Rotary Valve twins in our T'NT Free Air models, we have the hardware to make

sure you get the best engine-chassis match for optimum performance and reliability.



Fuel pumps are mounted away from the carburettor and engine heat to help keep fuel cool.



Engine shrouding is carefully designed by Rotax to deliver maximum cooling efficiency.



Lightweight chassis is aluminum for better power-to-weight with steel sub-frame for extra strength.



at power systems.

But there's a lot more to a snowmobile's power system than the engine. And when you're buying a new machine, you should take a good look at all of it.

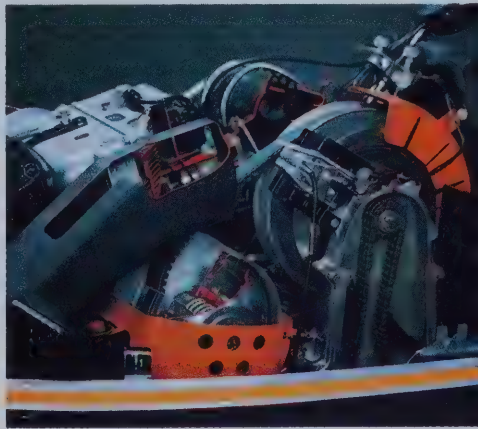
Take a good look at clutches and compare them to our new Instant Torque* clutch with its wider drive belt and new tapered crankshaft mounting. Take a good look at drive axles and compare them to our original double gear design. Take a good look at tracks and compare them to our triple ply fabric and high quality rubber construction with embedded reinforcing rods.

And notice too the little things we've done to make each of our models a better all-round machine.

The way the ignition system is protected from snow intake shorts. How the

carburetors are equipped not only with hand primers for easier starting, but with separate fuel pumps to keep fuel cool.

And even how the venting louvers have been carefully designed to allow adequate engine cooling while keeping outside engine noise down to dbA standards with a minimum of weight-adding, sound-deadening material.



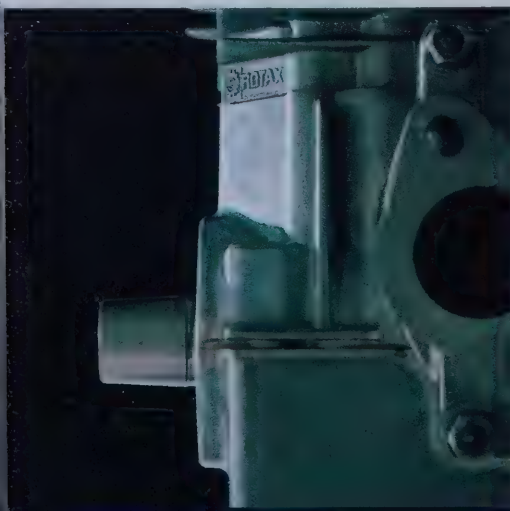
Before you buy any snowmobile, take a good, close look at power systems. You'll start to see some interesting differences. But don't make up your mind yet. We

want you to compare the rest of the machine as well...

Instant Torque* clutch now mounts on tapered crankshaft extension that's shorter to resist stress.

Cab louvers were developed with the help of a wind tunnel to allow good engine cooling and seal in noise.

Wall under Olympique cab separates engine, muffler; helps maintain efficient operating temperature.



Take a good look

How well your snowmobile's power system is designed determines how quickly and how reliably you're going to move across the snow.

But the real joy of snowmobiling comes from how well you can control that power. From the feeling that, wherever you ride, whatever the terrain and the snow conditions, you and your machine are one.

As experienced and capable as we at Ski-Doo are at powerplant design, we feel that it's in the highly sophisticated area of chassis design that you'll best notice the difference between our machines and the others.

The whole idea of good snowmobile chassis design is to make the handling so controllable and the ride so comfortable that the machine becomes an extension of the rider.

Part of the comfort you'll experience on a Ski-Doo snowmobile comes from the way we use three sandwiched layers of foam to make our seat resist ground impact progressively.

(It's soft when you want it to be, and firm when you need it to be.)

Another part of Ski-Doo comfort comes from the ease of operation of the controls (brake, throttle, steering, etc.) and the way we've placed everything right where it falls naturally to hand. (It took 32 test riders of all sizes and a whole year to work that one out.)

But the most important part of snowmobile riding comfort is keeping the sled smooth and steady enough, wherever you go, so that you can ride it and not just hang onto it. That's where a good suspension comes in (and we've got more to say about that later).

How do we deliver the superb feeling of control that Ski-Doo sleds are envied for? Well, there's our wide ski-stance that gives excellent high-speed stability *and* actually reduces steering effort at low speeds.

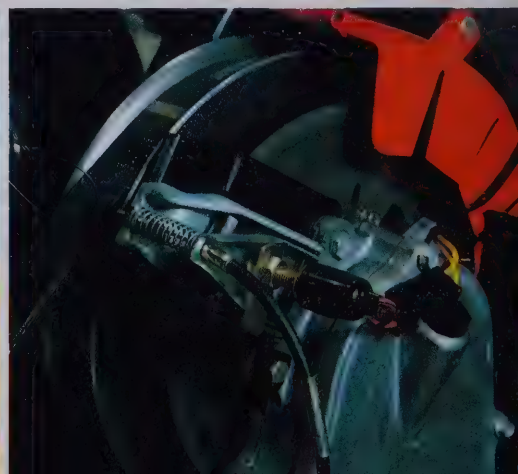
Our self-adjusting disc brake and lifetime-lubricated brake cable take the worry out of going fast.



Seat is a comfortable 3-layer sandwich of different foams that provides progressive resistance to bumps.

Centre-padded handlebar connects to skis through ball-joint links for precise steering.

Self-adjusting disc brake retains correct lever travel. Cable is lubrication and maintenance-free.



at handling systems.

And of course, we front-mount all our twin cylinder engines and mid-mount our gas tanks to get the ideal weight distribution for best riding control.

This balance is very important. The big problem with handling on any snowmobile is making sure the right weight is in the right places at the right times, whether you're riding at high speed on deep snow, or over bumpy, twisting trails. (Which brings us right back to the suspension.)

When it comes right down to it, any snowmobile is only as good as its suspension. And the Ski-Doo Torque Reaction* slide rail is a great suspension. Here's why:

When the engine speed of a snowmobile is changed, the torque developed alters the balance of the sled. With an ordinary suspension, acceleration torque will lift the skis right off the ground (which doesn't help the steering much). On the other hand, deceleration torque will load the skis and lift the rear of the track (and reduce the available

drag you're after).

The Ski-Doo Torque Reaction system won't let the engine torque get away with that. Its sliding rear arm and fixed angle front arm react *against* the torque to maintain steering contact on acceleration and provide maximum drag on deceleration.

And, on rough terrain, it actually uses the force of the bump to neutralize the effect of the bump.

The idea behind all this is to let you maintain control over your machine and where it's going. And it works exceptionally well. In fact, the Ski-Doo Torque Reaction

Slide Suspension system rides so comfortably and handles so well, it has become the envy of the industry.

Okay. You've had a good look at power systems and you've had a good look at handling systems. Now do you decide which sled to buy?

Not yet. There's still the most important thing of all to look at...



Precisely-angled shock absorbers help keep skis in contact with snow even over rough terrain.



Improved ski profile offers better high speed stability while reducing steering effort at low speeds.



Engines are front-mounted to help achieve weight distribution necessary for best riding control and traction.



Take a good look

We've asked you to make sure that, before you buy any new sled, you take a good hard look. Because we know you'll be able to see the difference Ski-Doo® experience makes.

Now we're going to suggest that you do one more thing before you lay your hard earned money on the line.

Take a good hard look behind the machines at the companies that make them.

That's important, because a big part of what you want when you buy a new snowmobile is confidence. Confidence that the people who made your sled really knew what they were doing. Confidence that they're in the business to stay. Confidence that parts

and service will continue to be available when and where you need them.

So why don't you start by taking a good hard look at us.

Behind every Ski-Doo sled you'll find Bombardier® Limited.

We built the first snowmobile and we've built more of them than almost everybody else put together.

With a lot of the products you buy, being the biggest company in the field doesn't mean very much. But in snowmobile manufacturing it means a lot.

It means that we're big enough to back your sled with the most extensive dealer network and parts supply organization in the

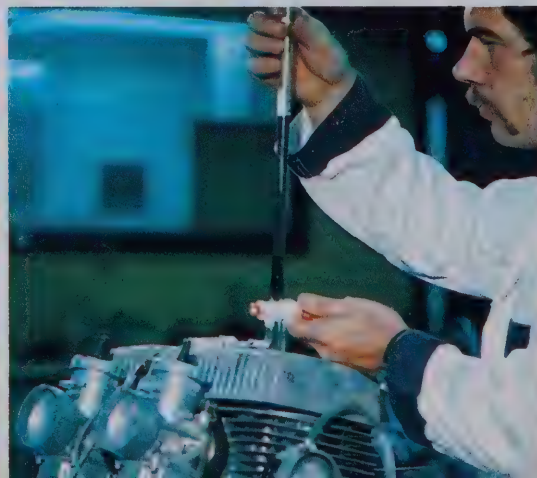


The World's Largest Snowmobile factory. Here we have built more than a million machines.

There are more than 2000 dealer signs like this in North America. And wherever you see them you'll find expert service.

Does the engine in the sled you buy meet its specs? Random testing and teardowns make sure that it does.

Some day you may need a part for your Ski-Doo sled. This parts depot is only one of many across the country.



at support systems.

country. (So that if you ever need help, you can get it fast).

It means that we're big enough to establish service training centers where dealers learn to service your new machine efficiently and economically. (Would you want it any other way?)

And it means that we have the strength and breadth to support a research and development program second to none.

After all, today's sleds aren't the rough and ready kind of machinery they were a few years ago. These days, the immense capability of a testing facility like ours is the only way a manufacturer can keep pace with the rapidly growing sophistication of

snowmobile riders.

At Bombardier, we're keeping pace. And we're going to keep on doing it. As a company, we've grown from a small barn in Valcourt, Que. (where the first snowmobile was built) into a large international manufacturing complex.

We now make such diverse products

as sailboats, subway trains, stadium seats, equipment for lunar landers and a national motocross-winning motorcycle (Can-Am*).

But our first love is snowmobiles. And we're not just going to keep making them. We're going to keep making them better.

Take a good look at what we've made for you for 1976:



Every new sled design starts out as a wood and clay mock-up. Some of them make it, some of them don't.

It's in everyone's interest to keep snowmobile noise down. At Bombardier, we're doing our part, and more.



At Bombardier, the testing goes on all day long, all year 'round. We make sure what you buy, you get.



We give our 3-layer foam sandwich seat several winters worth of torture. Because it can take it, you don't have to.



T'NT[®] R/V for '76.



This is what excitement looks like this winter.

Our new T'NT R/V is excitement at first sight. And, if you don't believe what that first look tells you, just look a little closer. The message will come through even stronger.

Because we didn't design our new R/V just for show. We designed it for go.

You see that sleek, sloping cab? What's hiding under there is our new front-mounted Rotary Valve twin. In both its 250 and 340 versions it sports a precisely tuned induction system (using twin-float Mikuni carbs and a new calibrated intake chamber) that turns every drop of fuel into maximum power.

You notice those mean side bulges? They're there to enclose a super-stable 34-inch ski stance and allow an incredible 40° steering angle that really bites in on high speed turns.

Look at that track! It's a new low inertia design for better acceleration response that's mounted 6¾-inches closer to the rear of the sled to deliver excellent high-speed straight-

line stability.

And those aren't all the goodies we've tucked away in this great-looking sled. If you look closely, you'll find a lot more.

Like our smooth-riding, fully-adjustable Torque Reaction* slide suspension system. High-rate single leaf springs and ice-gripping carbide runners. A new, improved-ratio drive clutch. A one-piece molded rubber track with embedded

fiber-glass reinforcing rods. As well as a light overall weight combined with a low centre of gravity for optimum handling.

Handling is what this new R/V is all about. And before you ever get it out on the snow, you'll see one good reason why. Just sit on the seat and move the steering from lock to lock. No matter where you're riding you can put your R/V right where you want it. Precisely.

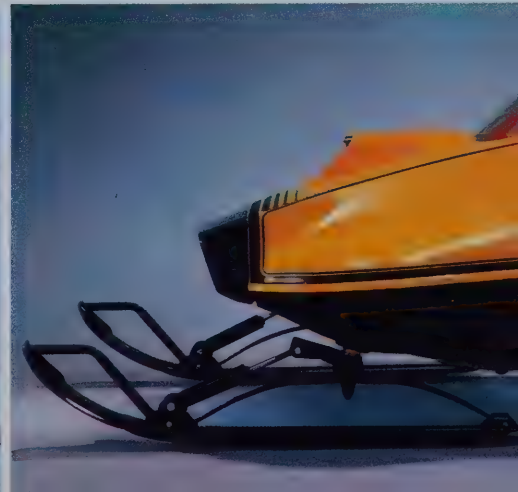
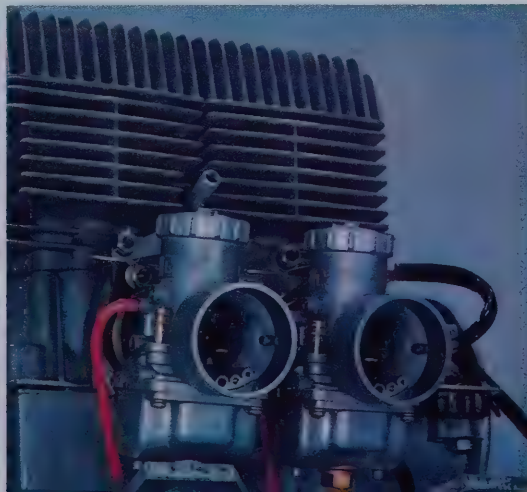
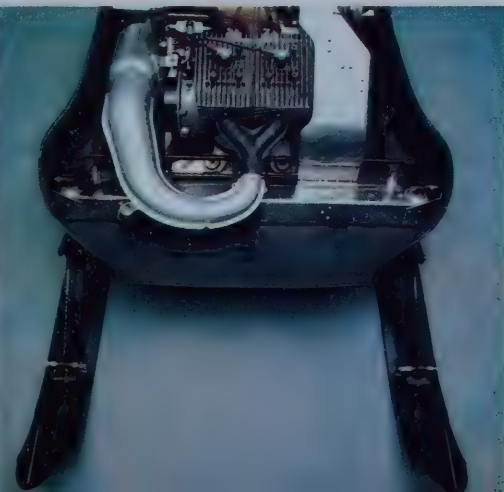
T'NT R/V for '76. It doesn't just look like the real thing. It *is* the real thing.



Lift the cab and see what all the excitement is about: Rotary-Valved Free Air power!

Check the feeding system: matched twin-float Mikuni carbs!

Look! The ultra-wide stance skis are fitted with heavy duty shocks and single-leaf springs.



Everest[®] for '76. Here's



What the ultimate looks like this winter.

Our new Everest is the best all-round production sled you can buy!

How do we have the nerve to make a claim like that? If you take a good, close look at our T^{NT} Everest for '76, you can see for yourself.

Look at the suspension. It's fully adjustable for rider weight and riding conditions. Under acceleration, deceleration, over bumpy trails or deep snow it maintains the correct machine attitude for best performance, stability and comfort. In fact, our Torque Reaction* slide system is so good, other snowmobile makers are trying to copy it. And they haven't even seen how far we've refined it on this new Everest.

Look at the engine. A 440 Rotax 5-port twin with friction-reducing Nikasil plated cylinder liners. It has all the power you need to keep you out in front wherever you ride. And, as you'd expect from the ultimate snowmobile, it does its job smoothly, quietly,

and with unquestionable reliability.



Look at the track. It's a long, wide, lightweight, high-profile design with embedded super resilient reinforcing rods. Together with the skis, it puts a full 1247 square inches of sled on the snow to make steep hills, deep snow or any other tough spot easy to beat. (No wonder they named a mountain after it!)

Look at the quality. Everest has been built with the greatest attention to even the smallest detail. You can see the difference. But you can also hear it. Just lift the cab and drop it. As the latches engage and lock tightly, you get the same solid thunk as an automobile door closing.

The ultimate snowmobile. It should be the kind of machine that makes you feel like the ultimate snowmobiler. And Everest for '76 does that better than anything else around.

Take a good look. You'll see.

Extra-long Everest chassis and track provide better flotation and traction, greater high speed stability. And a more comfortable ride. Full instrumentation standard.

Everest has features no other snowmobile has had before. Like these cab latches. They work automatically!



T'NT[®] for '76. Here's



what performance looks like this winter.

For years, snowmobilers have looked upon the T'NT from Ski-Doo® with one of two strong feelings. If you were a T'NT owner, it was with pride. If you weren't, it was with envy.

There's a perfectly good reason for all this emotion: T'NT has always been one beautiful sled. And the '76 version is going to keep those feelings running high.

Just look.

To our smooth-running, fully adjustable Torque Reaction* slide suspension we've added a little extra slider length. That makes the whole sled a little longer for greater high speed stability.

To that famous high-performance Rotax 340 twin powerplant we've mated a new, improved-ratio drive clutch for better acceleration. And we've mounted it on a redesigned,



tapered crankshaft extension for greater resistance to stress. And we're using two ball-bearings for more durability.

We're running a tougher, wider drive belt this year. And we're using thicker engine shear mounts to reduce vibration and absorb more impact.

The fuel pump has been isolated from the engine to keep fuel cool. And, instead of a choke, we've substituted a hand primer for easier cold weather starting. Simple, but effective.

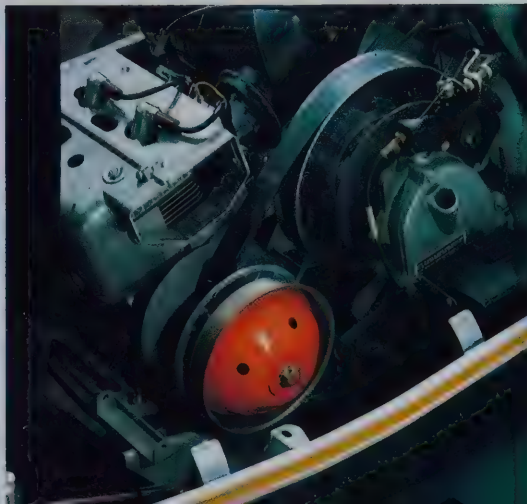
Now, these changes we've made for 1976 aren't really big things. They haven't changed what T'NT was, they've just made it more of what it is. And that can't be anything but good.

T'NT for '76. It has the unmistakable look of performance.

Conveniently-mounted hand primer makes starting a lot easier in cold weather.

With pulley guard removed, you can see Ski-Doo quality even better.

Longer Torque Reaction* slide suspension on stretched chassis delivers greater high speed stability.



Olympique* for



'76. Here's what value looks like this winter.

If you've been around snowmobiles for any length of time, you know the reputation Olympique has as a reliable sled. And if you look at a photograph of this sleek machine, you can picture yourself looking good *on* it.

But, when you really get into it, you find the nicest thing about Olympique for '76 is how right it feels when you ride it.

Take a good look and you'll see what we mean.

On our 340 and Olympique Plus, the suspension is a longer slide version of our performance-proven T'NT® Torque Reaction* system. With its fully adjustable ride control, it really knows how to knock the rough edges off a bumpy trail.

All our twin cylinder Olympique sleds have tough Rotax engines, front-mounted to provide better control and stability and feature a shorter, tapered crankshaft extension, a carburetor

with separate fuel pump to keep fuel cool and a new wider Heavy Duty drive belt with a much longer lifespan.

The wide-stance skis are equipped with shock absorbers. The disc brake is self-adjusting. The seat is three layers of sandwiched-foam comfort. And the cab louvers and footrest fittings have been redesigned to get rid

of more engine heat while sealing in more engine noise.

In short, these sweet-riding Olympique sleds for '76 are loaded up with features that deliver the kind of comfort, reliability, handling and stability you'd expect to find only on machines built to sell for a lot more money.

And when you look at it that way, you can see why you don't have to give up a great snowmobile ride to get good snowmobile value.



Our Torque Reaction* slide suspension knows how to smooth out the bumps.

The Olympique 300 single: tough, stable, reliable, and economical to operate.

The Instant Torque* clutch, cut away. All the power comes right through here.



Elan® for '76. Here's



What good honest fun looks like this winter.

You might take a fast look at our compact Elan with its low 1976 price and think we built it just for fun. And you'd be right. But if you think its light weight and tidy dimensions keep Elan from being a real snow machine, you'd be wrong.

Because with Elan, the closer you look, the bigger it gets.

Elan, you see, has a full-size snowmobile track and a wide 25-inch ski stance.

When you spread so little weight out over so much snow, some interesting things begin to happen. Like incredible flotation. And precise, easy handling. Exactly the kinds of things that make snowmobiles fun.

Elan fun is good, honest fun. Because Elan engineering is superb.

The suspension system is a classic design with three sets of 4 bogie wheels to



provide excellent weight distribution and long track life.

The track itself is reinforced with durable embedded steel rods.

The seat is of comfortable foam sandwich construction.

And the engines, both the 250 single cylinder and the 250 twin, are rugged, efficient Rotax designs that deliver, not only lots of carefree power,

but sensible fuel economy as well.

And for '76 Elan has added refinements to make it even stronger, safer and quieter. Like reinforced skis. An acoustic foam cab liner. A new air intake silencer on the 250 single. And a more efficient muffler, a larger headlamp and an improved ventilation console on the 250 twin.

Elan for '76. The size and the price are compact, but the performance is full size. And you can see the fun in that.

Three sets of 4 bogie wheels give excellent weight distribution, stability and longer track life.

Everything about Elan is simple, straightforward and easily accessible. That's honest engineering.

Its light weight makes Elan easy for the whole family to handle. On the machine or off it!



Sportswear '76. This

Ski-Doo Jackets with big, telescopic hip pockets. In a full range of men's and ladies' sizes



is what comfort looks like this winter.

The most important thing about snowmobile clothing is that you feel good when you wear it. You want it to keep you warm, leave you comfortable and last a long time without costing you a lot of money.

At Ski-Doo®, we've long had a reputation for designing this kind of top

quality clothing. But we think that a good part of the reason our snowmobile suits sell so well is because we, like you, think that looking good is a big part of feeling good.

So to help you feel great this winter, we'd like to show you six of our most attractive sportswear lines. Look!



Men's CHEYENNE Jacket. A basic jacket with a snug fit and built-in comfort. Zippered hip pockets give a tailored look. Elasticized cuffs and collar hold body warmth in. Full adjustable belt.
Color: Black w. orange/white/yellow trim.
Sizes: 36-38-40-42-44-46-48.



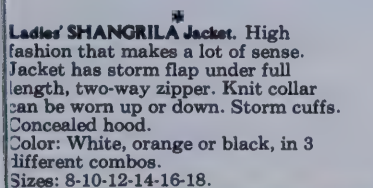
PRO Jacket. For men, ladies and youths. A jacket with dash—and practical as they come. Warm Orlon fleece lining. Inside breast pocket with button. Front zipper under snap closing storm flap.
Color: Black. Black ciré avail. for men.
Sizes: Men 36-52; ladies 8-18; youths 7-16.



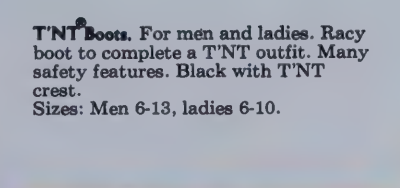
Men's RACER Jacket. A winner, both on the trail and at the track. Storm flap under front zipper. Inside breast pocket and four outside zippered pockets. Concealed hood. Racer emblem and SKI-DOO colors.
Color: Black with racing stripes.
Sizes: 36-38-40-42-44-46-48.



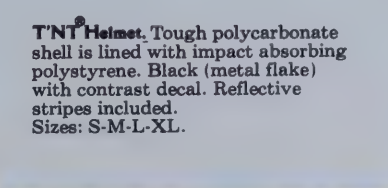
HIGH PANTS. For men, ladies, boys, girls. Flattering and comfortable. Elasticized back waist and adjustable sewn-on belt. Two zippered hip pockets. Elastic suspenders.
Color: Black.
Sizes: Men's reg. & tall 32-48. Ladies' reg. & tall 8-18. Boys' & girls 7-16.



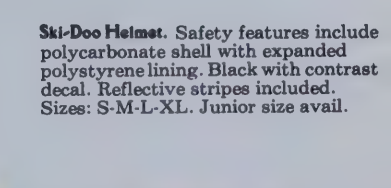
Ladies' SHANGRILA Jacket. High fashion that makes a lot of sense. Jacket has storm flap under full length, two-way zipper. Knit collar can be worn up or down. Storm cuffs. Concealed hood.
Color: White, orange or black, in 3 different combos.
Sizes: 8-10-12-14-16-18.



T'NT Boots. For men and ladies. Racy boot to complete a T'NT outfit. Many safety features. Black with T'NT crest.
Sizes: Men 6-13, ladies 6-10.



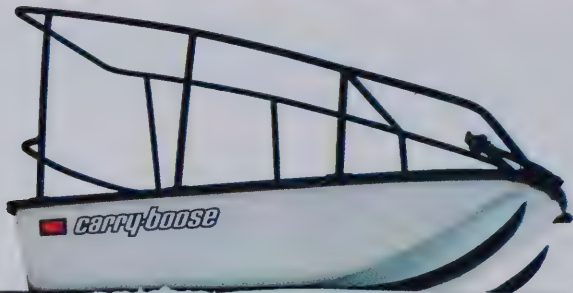
T'NT Helmet. Tough polycarbonate shell is lined with impact absorbing polystyrene. Black (metal flake) with contrast decal. Reflective stripes included.
Sizes: S-M-L-XL.



Ski-Doo Helmet. Safety features include polycarbonate shell with expanded polystyrene lining. Black with contrast decal. Reflective stripes included.
Sizes: S-M-L-XL. Junior size avail.



Accessories for '76



Carry-boose®. Designed like a northern dog-sled, it's capable of hauling an impressive 16 cubic feet of cargo. Functional construction features elongated rear skis permitting an additional passenger to ride while holding onto the handlebars.



1. Gasoline container.* Holds 5 imperial gallons. Made of high-density polyethylene, it meets all Government standards.

2. Snowguard. Available in two distinct types (only one shown) for Olympique and T'NT models. 3a, 3b, 3c. Hitch plates with attachments. Very strongly constructed.

Two types available for Olympique and T'NT models. 4. Rear view mirror. Easy to mount and extremely flexible. Made of

anti-corrosion material, it comes equipped with two special rubber-mounted joints.

5. Halogen light bulb. Offers 40% more brightness than conventional bulb of same wattage. A must for night snowmobiling.

6. Speedometer. 7. Tachometer. 8. Combined Speedo/ tripometer with reset knob. A useful item for trail rallies and safaris. 9. Gas funnel. A neat idea to save spillage. Fits most snowmobile gas tanks.

The Snowmobile Safety Certification Committee has been set up by the snowmobile industry to establish effective vehicle safety standards. Bombardier Limited is a fully fledged member of this organization.

CERTIFIED



CERTIFIÉ

*In states where sale is legal.

Specs for '76.

SERIES		T'NT® R/V		EVEREST®	T'NT®	OLYMPIQUE*				ÉLAN®		
MODEL		340	250	440-440E	340-340E	PLUS	340-340E	300-300E	300S	250 deluxe	250	
ENGINE												
Type		Rotary valve, 2 cycle		Piston port, 2 cycle								
Location		Front Mounted								Center Mounted		
No. of Cylinders		2	2	2	2	2	2	2	1	2	1	
Type of cooling		Free Air		Fan								
Bore	in mm	2.480 63	2.125 54	2.657 67.5	2.342 59.5	2.657 67.5	2.343 59.5	2.185 55.5	2.992 76	2.126 54	2.716 69	
Stroke	in mm	2.125 54	2.125 54	2.401 61	2.401 61	2.401 61	2.401 61	2.401 61	2.598 66	2.126 54	2.598 66	
Displacement	in ³ cm ³	20.54 336.7	15.08 247.3	26.6 436.6	20.7 339.2	26.6 436.6	20.7 339.2	18 295.1	18.3 299	15 247.3	15.1 246.8	
Compression ratio		12.5:1	13:1	12:1	11.3:1	10:1	11.3:1	11:1	7:1	11.8:1	7.5:1	
Carburetor type		Mikuni VM 38 VM 34		HD	HD	HR	HR	HR	Tillotson HR	HR	HR	
Exhaust system		Tuned, double wall, isolated, high performance, low noise				Standard Muffler						
Starting		Manual		Manual/Electric		Manual	Manual/Electric		Manual		Manual (electric option)	
Transmission type		Instant Torque* drive Cam action driven pulley							Std. type drive	Roller type drive		
CHASSIS												
Frame material		All aluminum		Al. and Steel		Steel						
Cab material		Fiberglass		Polycarbonate								
Overall length	in cm	107 271.8	107 271.8	105% 268.6	105% 268.6	100% 255.9	100% 255.9	100% 255.9	100% 255.9	88.5 224.79	88.5 224.79	
Overall width	in cm	41% 106	41% 106	36% 92.1	35% 90.2	33 83.8	33 83.8	33 83.8	33 83.8	30.5 77.47	30.5 77.47	
Overall height	in cm	33 83.8	33 83.8	41 104.1	42 106.7	43 109.2	43 109.2	43 109.2	43 109.2	43 109.2	43 109.2	
Ski stance (center to center)	in cm	34 86.36	34 86.36	28 71.2	28 71.2	26 66.04	26 66.04	26 66.04	26 66.04	25 63.5	25 63.5	
Dry weight	lb kg	345 156	340 154	395-415 179-188	380-400 172-181	395 179	385-405 175-184	365-385 166-175	320 145	300 136	290 131	
Bearing area	in ² cm ²	1090 7032	1090 7032	1247 8045	1247 8045	1077 6948	1077 6948	1092 7045	1092 7045	1070 6903	1070 6903	
Ground pressure:	lb/in ² kg/cm ²	.316 .022	.312 .022	.317-.333 .022-.023	.305-.321 .021-.022	.367 .026	.357-.376 .025-.026	.334-.352 .024-.025	.293 .020	.280 .019	.271 .019	
SUSPENSION												
Type		Torque Reaction* Slide suspension							Bogie			
Shock absorbers		Skis and Suspension							On skis		On skis	
Track material		Rubber track reinforced with embedded resilient rods					Rubber track with embedded steel rods					
Track width	in cm	15 38.10	15 38.10	16.5 41.91	16.5 41.91	15 38.10	15 38.10	15 38.10	15 38.10	15 38.10	15 38.10	
Track length	in cm	114 289.6	114 289.6	124 314.9	124 314.9	120 304.8	120 304.8	114 289.6	114 289.6	114 289.6	114 289.6	
ELECTRICAL SYSTEM												
Lighting system (output)	watts	100	100	100	100	75/23	100	100	75/23	55/18	75/23	
Ignition system		Polar Fire* Capacitor discharge		Magneto								
FUEL												
Tank capacity—U.S.	gals	5.5	5.5	7.5	7.5	6.25	6.25	6.25	6.25	4.2	4.2	
— Imp.	gals	4.5	4.5	6	6	5	5	5	5	3.5	3.5	
— Metric	liters	20.45	20.45	27.2	27.2	18	18	18	18	15.9	15.9	
Gasoline		Premium		Regular								
Gas/oil ratio		40/1	40/1	50/1	50/1	50/1	50/1	50/1	50/1	50/1	50/1	
BRAKE												
Type		Disc self adjusting							Drum			

Bombardier Limited reserves the right to discontinue or change specifications, designs, features, models or equipment at any time without incurring obligation.

For information about the '76 Alpine® work sled from Ski-Doo, a separate brochure is available from your dealer.

Join
your
snowmobile
club!



world's no.1 selling snowmobile

moto·ski®

1976

bel BOM mot



FUTURA* 440

MOTO-SKI® a Touch of Class for '76.
An all-new luxury package of stability and riding comfort. The Bombardier-Rotax® 440cc engine, the new Instant Torque clutch coupled with the extra long and revolutionary new profile track, and the adjustable Torque Reaction slide suspension: a perfect blend of quality and performance. Also available in an electric-start version .

SONIC* 250 & 340

The top performer. Ultra-light and lightning quick. Extra-wide ski stance, twin *Mikuni* carbs, and rotary valve induction system put you ahead and keep you there. Race bred and competition proven. Sonic* gives you results.

mind. BOMBARDIER o-ski.®

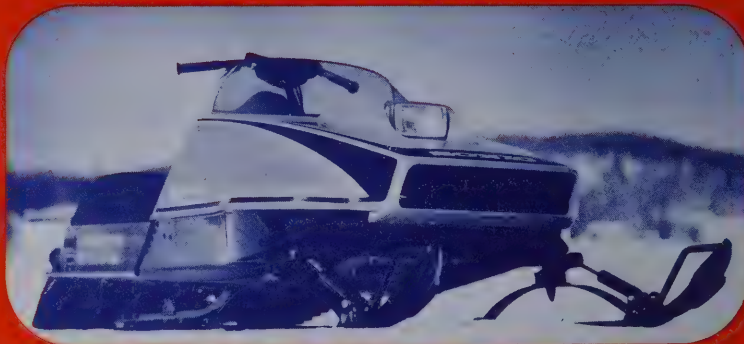


NUVIK* 300

Spirited performance, maneuverability, and low fuel consumption are standard features in this economical Moto-Ski®. The 300cc front-mounted engine with the Instant Torque clutch, and the proven bogie suspension make the Nuvik* 300 an excellent value and the most versatile machine on the market.

NUVIK* 340

Slick, smooth and, easy to handle as a top trail machine should be. The Bombardier-Rotax® 340cc fan-cooled engine and the new Instant Torque clutch provide the response necessary to stay ahead of the pack and show why the Nuvik* 340 is an easy rider and why it is setting new standards of stability, reliability, and comfort.



SPECIFICATIONS

ENGINE

Location
No. of cylinders
Type of cooling

NUVIK 300T

Front Mounted
2
Fan

NUVIK 340T/340TE

Front Mounted
2
Fan

FUTURA 440/440E

Front Mounted
2
Fan

SONIC 250

Front Mounted
2
Free Air

SONIC 340

Front Mounted
2
Free Air

TRANSMISSION

Type

Cam action driven pulley with "INSTANT TORQUE" square shaft roller type drive pulley.

SUSPENSION

Type
Track material
Width

Bogie

Rubber and metal embedded rods
15" - 38.10 cm.

Slide

Rubber and metal embedded rods
15" - 38.10 cm.

Slide

Rubber & super-resilient embedded rods
16 1/4" - 41.91 cm.

Slide

Rubber & super-resilient embedded rods
15" - 38.10 cm.

Slide

Rubber & super-resilient embedded rods
15" - 38.10 cm.

CHASSIS

Frame material
Overall length
Overall width
Overall height
Dry weight

lbs.

kg.

Ski & track bearing area*

Steel

100 1/4" - 255.9 cm.

33" - 83.8 cm.

43" - 109.2 cm.

360

163

1092 in.² - 7045 cm.²

Steel

100 1/4" - 255.9 cm.

33" - 83.8 cm.

43" - 109.2 cm.

380/400

171/181

1077 in.² - 6948 cm.²

Steel

105 1/4" - 268.6 cm.

36 1/4" - 92.1 cm.

41" - 104.1 cm.

425/445

193/202

1247 in.² - 8045 cm.²

All aluminium

107" - 271.8 cm.

41 1/4" - 106 cm.

33" - 83.8 cm.

340

154

1090 in.² - 7032 cm.²

All aluminium

107" - 271.8 cm.

41 1/4" - 106 cm.

33" - 83.8 cm.

345

156

1090 in.² - 7032 cm.²

GROUND PRESSURE

lbs./in.²
kg./cm.²

.330

.023

.353/.371

.025/.026

.341/.367

.024/.025

.312

.022

.316

.022

*3 inches of snow.

WARRANTY: Moto-Ski® snowmobiles are backed with the best warranty program ever offered. This warranty extends for one full year on the Nuvik® and Futura® and 90 days on the Sonic®.



Bombardier Limited reserves the right to make changes in design and specifications, and/or to make additions or improvements in its product without imposing any obligations upon itself to install them on its product previously manufactured.



PUCH



What is transportation today?

ONE WAY

TO

Go your own way . . .

Free to go when you want, where you want, quickly and inexpensively . . .

That's what AUTONOMY is all about . . .

That's what the BOMBARDIER PUCH MOPED gives you.

On a happy machine.

You don't have to be a mechanic to see that the BOMBARDIER PUCH MOPED is built with care. Besides its fabulous good looks, the moped is justly reputed as the most RELIABLE and ECONOMICAL motorized transport today.

The BOMBARDIER PUCH MOPED is a colorful sporting two-wheeler that lets you go your own way, HAPPILY.

Beat traffic jams.

One thing is sure . . . traveling by car, bus or subway is a frustrating experience . . . waiting . . . pushing . . . jostling . . . is your daily lot. The BOMBARDIER PUCH MOPED uses little space and uses it well. It lets you maneuver in tight spots or park between cars. AUTONOMY at all times, in all places.

Think in terms of pennies . . . up to 147 MPG.

Try as you might, you'll find it difficult to run up a gas bill with the BOMBARDIER PUCH MOPED . . .

While you're laughing at all the money you're saving, you'll also be enjoying yourself.

Bombardier Puch Mopeds: The Answer.

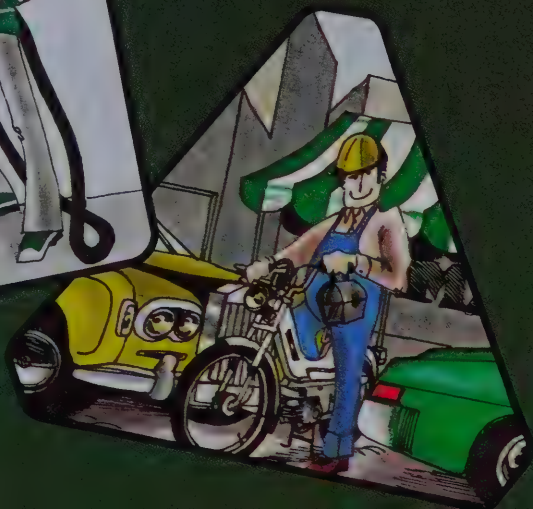
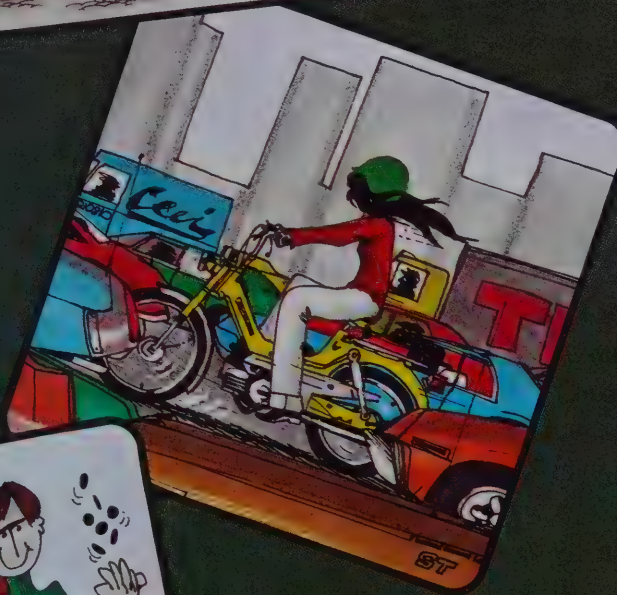
Safe to ride and simple to handle, 16,000,000 housewives, students and workers around the world have discovered the moped as the answer to their basic transportation needs.

Discover today that the BOMBARDIER PUCH MOPED is the sensible way to enjoy your transportation. Be the first in your crowd to join "the beautiful set"

bombardier *



PUCH



FEATURES

- Front and rear suspension. Very smooth ride.
- Full width drum brakes for safe, sure stopping.
- Automatic clutch for a positive take-off every time.
 - Torsion free pressed steel welded frame.
 - Illuminated speedometer.
 - Super-comfort saddle.
 - Baked enamel finish.
- Chromed foot rails . . . spring-loaded parcel carrier.

SPECIFICATIONS

- ENGINE:** Single cylinder, 48.8 cc
- TRANSMISSION:** Gearbox (single speed automatic)
Clutch (centrifugal)
- SUSPENSION:** Front: telescopic fork
Rear: shock absorbers
- BRAKES:** Drum
- TIRES:** Front/rear 21x2.00
- GAS TANK:** 0.7 gal. (Cdn)
0.845 U.S. gal.
- WEIGHT (Dry):** 86 lbs. (39 kg)



Bombardier Limited reserves the right at any time to dis-
continue or change specifications, designs, features,
models or equipment without incurring obligation.

*Registered Trade Mark of Bombardier Limited, March
1975.

PRINTED
IN
CANADA
1803152

LRC CARACTÉRISTIQUES

(TRAIN DE BASE 1-5)

	LOCOMOTIVE	VOITURE
Longueur	67' - 11"	85' - 0"
Largeur — max.	10' - 5"	10' - 5"
Hauteur — toit	11' - 9"	11' - 9"
— plafond	—	7' - 0"
— C-G	4' - 4"	4' - 2"
— plancher	5' - 0"	3' - 10"
— dessous	1' - 2"	1' - 2"
Bogie — centres	41' - 0"	59' - 6"
— empattement	9' - 6"	8' - 1"
Diamètre des roues	40"	30"
POIDS		
Charge maximum	215,000 lbs	90,000 lbs
GÉNÉRALES		
Chevaux-vapeur bruts	2,900	—
Effort de traction cont. —	30,720 lbs	—
Vitesse du moteur — au ralenti	400 T.P.M.	—
— en marche	900 T.P.M.	—
Vitesse maximum	120 milles/heure	120 milles/heure
Essieux	4	4
Suspension primaire	Metalastik	Metalastik
Suspension secondaire	Flexi-coil	Ressorts à air
Énergie de service du train	575V, 3 ϕ , 60 Hz	575V, 3 ϕ , 60 Hz
	400 kw, 0.8 PF	
	575V	575V ou 220V
Énergie externe	—	—
Attelage	Type H Tightlock	Type H Tightlock
Système d'inclinaison	—	Électro/hydraulique
Inclinaison effective de la carrosserie	—	7 1/2°
Construction — sous structure	Acier allié à forte traction	Aluminium soudé
	Aluminium soudé	Aluminium soudé
— superstructure	Plastique renforcé de fibre de verre	—
— nez	Dynamiques/pneumatiques	Pneumatiques-Caliper/Disque
Freins		

VITESSE MAXIMUM DANS LES COURBES

(Conditions normales d'exploitation)

Force vectorielle résultante du LRC au tiers médian de l'écartement de la voie

Charge latérale en équilibre instable sur les passagers limitée à .035g

Angle d'inclinaison de la voiture: 7° 30'

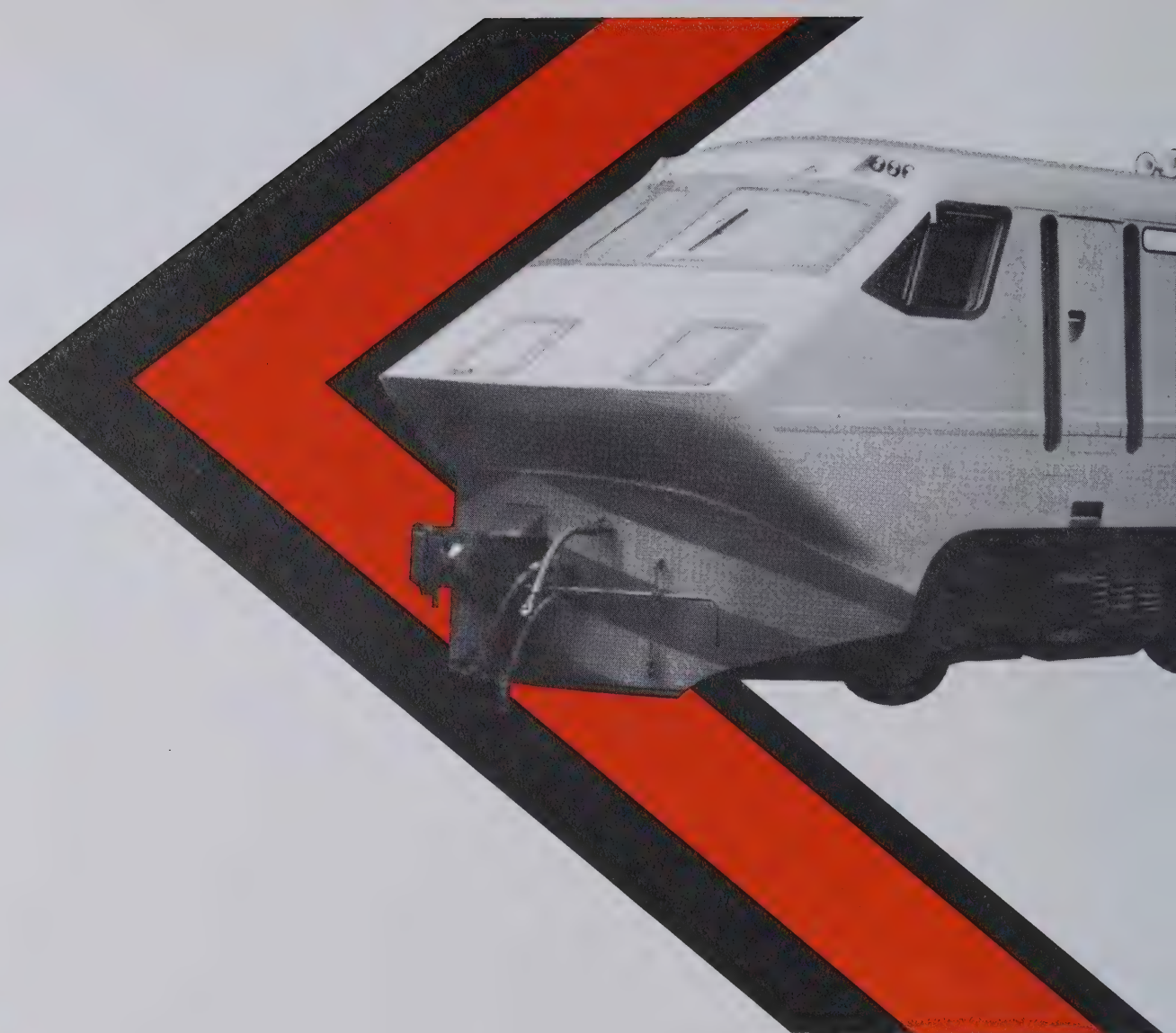
Charge latérale en équilibre instable sur les passagers des voitures ordinaires limitée à .05g



ACCÉLÉRATION

(CONDITIONS NORMALES D'EXPLOITATION)





LRC

c'est un train de ligne à haute vitesse pour voyageurs; il a été mis au point afin de constituer pour ses utilisateurs la prochaine génération de service ferroviaire haute vitesse complètement intégré.

LRC, (c'est-à-dire léger, rapide, confortable) est conçu en vue d'une exploitation économique à haute vitesse constante. On peut l'adapter à la plupart des écartements de voies au monde.

On a fait appel, pour le projet LRC, à des matériaux et à une technologie éprouvés afin de créer un système de transport ferroviaire complètement nouveau et à un coût moindre que celui du transport voyageur traditionnel.

Les atouts du LRC auprès du public voyageur:

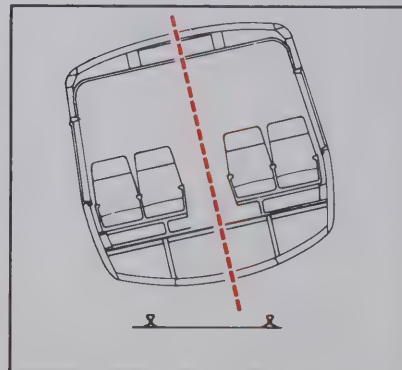
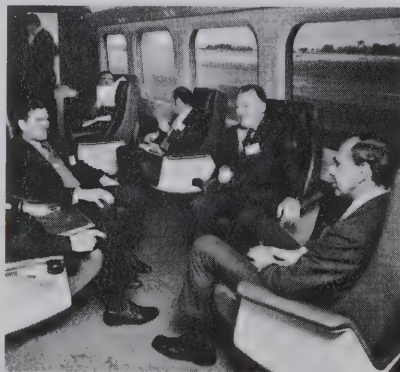
- Une vitesse lui permettant de concurrencer n'importe quel mode de transport interurbain.
- Une apparence hautement contemporaine.
- Un environnement élaboré pour surpasser tout autre transporteur en commun.
- Des normes de sécurité des plus hautes.

La servo-inclinaison:

Le dispositif de servo-inclinaison assure le confort des voyageurs, même à des vitesses supérieures à celles des voitures de voyageurs traditionnelles. Sur les voies de grandes lignes où la plupart des courbes ont plus ou moins 4°, le LRC peut maintenir une vitesse de 100 milles à l'heure d'un terminus à l'autre, sans dépasser la vitesse maximum établie à 120 milles à l'heure. La pression latérale sur les voyageurs n'est que de 0.05 g.

Des caractéristiques économiques:

- Un dispositif de servo-inclinaison procurant une vitesse moyenne élevée et exigeant un maximum d'énergie peu élevé.
- Une utilisation accrue d'aluminium et des caractéristiques de conception assurant un faible poids global.
- Une énergie motrice économique grâce aux moteurs Diesel électriques.
- Un entretien intégré.





LRC

le train d'aujourd'hui

La flexibilité:

Le LRC constitue essentiellement un ensemble flexible qui permet d'assembler des trains de longueurs différentes à partir d'attelages ferroviaires standard et variant d'une locomotive et une voiture, (1-1) aux trains de base de 1-5 pouvant être doublés en trains réversibles de 1-10-1 et avec une possibilité maximum de 2-20-2. Les voitures peuvent transporter jusqu'à 84 voyageurs chacune.

Énergie motrice Diesel électrique:

La locomotive LRC est conçue pour atteindre de grandes vitesses à un coût des plus raisonnables.

La source première d'énergie de la locomotive LRC est le moteur Diesel V12 de la série 251 d'une puissance évaluée à 2,900 c.v. pour la traction et tous les services ferroviaires.

Du point de vue économie, la locomotive LRC présente une technologie éprouvée et des composants standardisés (coût capital peu élevé), utilise un combustible Diesel économique (coût d'exploitation peu élevé) et une propulsion de même que d'autres dispositifs fiables (coût d'entretien réduit et disponibilité accrue).

La sécurité:

Le LRC est conçu comme l'équipement de transport voyageur le plus sûr. Il ne transporte aucun passager dans la locomotive (ou le véhicule moteur). De solides longerons tubulaires protègent les voitures contre l'invasion latérale. L'utilisation de la locomotive LRC en configuration réversible constitue une protection accrue exceptionnelle contre les possibilités de tamponnages avant et/ou arrière.

La rapidité alliée au confort

En plus de sa ligne profilée, le LRC comporte plusieurs caractéristiques de structure et mécaniques conçues afin de transporter les voyageurs en tout confort grâce à des systèmes de climatisation d'air et d'isolation acoustique, à des vitesses supérieures à 100 milles à l'heure. Les essais ont démontré qu'en plus du confort qu'assure la servo inclinaison, le comportement du LRC est généralement supérieur à celui de n'importe quel train actuellement en service en Amérique du Nord.

Légèreté et solidité

La voiture LRC ne pèse que 90,000 lbs en comparaison de 140,000 lbs ou plus dans le cas de voitures traditionnelles.

La structure monocoque d'aluminium tendu permet de réduire le poids sans perte de solidité. Le LRC répond et surpasse les normes et pratiques recommandées par l'Association of American Railroads pour trains de plus de 800,000 lbs.

Le poids peu élevé du LRC se reflète dans son enthousiasmante performance: vitesse de pointe élevée, accélération rapide et faible consommation d'énergie.



le **LRC** a été créé par un consortium réunissant trois entreprises canadiennes.

- Produits Alcan Canada Limitée, un membre du groupe d'entreprises Internationale Alcan.
- Dominion Foundries and Steel, Limited (Dofasco), le plus important fabricant canadien de systèmes de suspension ferroviaire.
- MLW Industries, l'un des trois principaux fabricants nord-américains de locomotives.

SERVICE DU
MARKETING

MLW Industries

LRC

1505 rue Dickson, Montréal H1N 2H7
Québec, Canada.

Télex: 01-20241 Cable: MONLOCO



LRC

**le train
d'aujourd'hui**



The gasoline container will hold 5 imperial gallons (6.25 gals. U.S. approx.). Made of high density polyethylene, it meets government standards in States where sale is legal.



The halogen light bulb offers a 40% increase in brightness as compared with a conventional bulb of the same electrical output. It's becoming a virtual necessity for prolonged night-time trail travel.



The gas funnel fits most snowmobile gas tanks. It's made of high-density polyethylene, and screws directly onto the gas tank once the cap is removed.



Bombardier's well-known Carry-Boose® has been designed after the famous dog-sled of the north. It's capable of carrying an impressive 16 cubic feet of cargo, and features skis which are elongated at the rear, to permit an additional passenger to ride and run while holding onto the handlebars.

*Join a
snowmobile
club*



Accentuating triangles of color are featured on the SONIC, complementing the grace and speed of the MOTO-SKI stock racer. Available in black and navy blue for men; and in black, navy, and white for the ladies, the contrasting color darts will point out the wearer as the one to keep pace with on the '76 snowmobile trail.



For those who prefer their snowmobile attire in a more convenient form, here's the ABACA jacket, just made to go with MOTO-SKI SPORTSWEAR latest high-pants. Available for men and women in black and tangerine, and for children in black, you'll be right up there with the trend-setters, in ABACA's separates for '76.



Our genuine leather mitts have elasticized cuffs and protective padded knuckle guards.



There's a pair of boots for every member of the family. Made of waterproof nylon they have an anti-skid rubber sole and a warm felt liner.



Our MOTO-SKI helmet has a polycarbonate shell with expanded polystyrene lining. It is D.O.T. and C.S.A. approved. Available in solid and metal flake tangerine and navy.

With the ever-popular ABACA line, we've got what it takes to outfit the family snowmobiler a basic black, one-piecer, with contrasting tangerine and white flashes at the shoulders and hip pockets. From the 2-way front zipper to the tuckaway hood, it's ABACA, to get the best out of winter on the trail.

Join a
snowmobile
club

8110 Highway 101, Broomfield, Colorado

416-555-101



moto-ski

moto·ski® sportswear

Team Up with style on the trail from MOTO-SKI® SPORTSWEAR for 1976. We've got something for every body, with fashionable comfort and convenience built in.



moto-ski® accessories

If you want your snowmobile to really fit into winter this year, then accessories by Moto-Ski® are for you. Top grade materials have been combined with engineering excellence so that your Moto-Ski® can be equipped with the quality you deserve for winter pleasure. So team up with Moto-Ski® accessories. Your machine will love you for it.

Top quality instruments are a sound investment for recording your progress over the trail. Featured here are a speedometer, a tachometer, and a combined speedometer-tripometer. Excellent Bombardier values.



The rear-view mirror, easily mounts on the hood is extremely flexible. Made of anti-corrosion material, it comes equipped with two special rubber-mounted joints.



Snowguards, with the name BOMBARDIER printed thereon, are available in two distinct types — one each for the Nuvik* and Futura* models...



Hitch plates with attachments are also available for both the Nuvik* and Futura* models.

bombardier **15**



For the family sportsman...
Une invitation à l'aventure...

BOMBARDIER 15 designed with the family sportsman in mind, produced with the best of modern and traditional materials.

Since a canoe must be rigid enough to hold its shape, yet resilient enough to absorb impact, **BOMBARDIER 15** utilizes high-quality fiberglass plus flexible resin and gelcoat. This combination produces a hull which is extremely durable and virtually maintenance free. The one-piece construction assures uniform flexibility, and eliminates unsightly drag-producing seams.

The broad beam (42 inches) and molded sponson flotation make for exceptional stability. So exceptional, **BOMBARDIER 15** is virtually impossible to capsize... making it an ideal canoe for family cruising.

An 800 pound capacity, easy handling in or out of the water, and thwart positioning designed for perfect balancing on the shoulders also make **BOMBARDIER 15** the perfect canoe for long tripping with a large load.

BOMBARDIER 15 the prettiest cruising canoe ever!

Standard features include:

- 1- All mahogany and oak woodwork.
- 2- Reinforced keelsome.
- 3- Bow and stern mahogany lift handles.
- 4- Nylon seat webbing to eliminate rot.
- 5- Smooth interior finish for easy cleaning.
- 6- $\frac{3}{4}$ " keel or excellent tracking ability.

SPECIFICATIONS

Length:	15' (457 cm.)
Beam:	42" (107 cm.)
Depth:	13½" (34 cm.)
Weight:	67 lbs. (30 kg.)
Capacity:	800 lbs. (363 kg.)



BOMBARDIER LTD / LTÉE
Recreational Products Group
Groupe des produits récréatifs

® Valcourt, Qué., Canada, J0E 2L0

Le canot "BOMBARDIER 15" a été conçu pour la famille sportive à la recherche d'une embarcation alliant les qualités de robustesse, capacité et stabilité, propres à assurer un confort et une sécurité maxima.

Ces résultats ont été obtenus dans le "BOMBARDIER 15" sans aucun compromis grâce à l'utilisation des meilleurs matériaux offerts par la technologie moderne et tout en s'inspirant de la plus pure tradition pour la beauté de la ligne et l'aisance d'évolution sur l'eau. La haute résistance de la fibre de verre utilisée, combinée aux résines sélectionnées assure en effet une solidité et une flexibilité contrôlée tout à fait remarquable en cas de choc. Le moulage d'une seule pièce selon un procédé spécial permet un fini superbe, d'un seul jet, sans raccords visibles.

La largeur de 42 pouces et les flancs galbés le rendent exceptionnellement stable et pratiquement inchavirable, ce qui associé avec une capacité de charge record de 800 lbs. en fait le canot idéal pour la croisière ou les excursions de camping familial.

La sûreté d'utilisation sur l'eau se complète par l'aisance avec laquelle il peut être transporté grâce à sa barre de portage bien située, équilibrant parfaitement son poids sur les épaules.

Capacité, stabilité et style feront de ce canot le compagnon idéal et sûr de toutes vos futures odyssées.

Caractéristiques principales:

- 1- Toute pièce en bois de mahogany ou chêne.
- 2- Quille d'échouage renforcée.
- 3- Poignée de halage à chaque extrémité.
- 4- Sièges en nylon imputrescible.
- 5- Intérieur à fini lisse pour nettoyage facile.
- 6- Quille de $\frac{3}{4}$ " pour meilleure tenue de cap.

Spécifications:

Longueur	15' (457 cm.)
Largeur	42" (107 cm.)
Profondeur	13½" (34 cm.)
Poids	67 lbs. (30 kg.)
Capacité de charge	800 lbs. (363 kg.)

can-am* spells winning gear

CAN-AM* clothing and accessories are designed for the motocross and enduro enthusiasts who want the latest in riding gear look, quality and comfort.

Tried and tested in the field by our competition team members, CAN-AM* clothing has been made to include all of the proven features and practical details that go into professional gear.

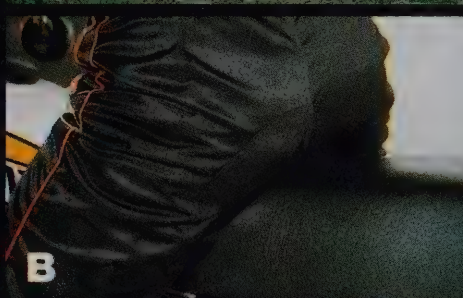
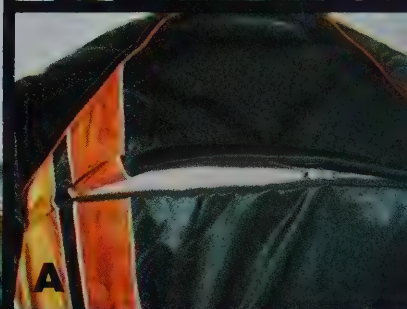
This is why our CAN-AM* line is found to be so functional, smart-looking and long-lasting.



A ENDURO JACKET: Possibly the most advanced motorcycle riding jacket on the market today. Made from the revolutionary Trailex® fabric which is highly abrasion and heat resistant. Controlled porosity allows the garment to breathe while retaining its water repellency. A bonded foam Nylon tricot lining keeps the garment warm without excessive weight.

Features: Machine washable, lightweight but extremely protective. Zippered back vent. Spacious full width rear pocket. Extra long arms and full back area assure seated comfort. Elbows padded with shock resistant closed cell foam. Removable, easily washed, terry cloth collar insert. Large patch pockets with sealing flap. Quick adjusting belt. Storm flap with snap closures over two way zipper. Bold CAN-AM® colors in stripes and panels. Sizes: S, M, L, XL.

B ENDURO PANTS: Matching pants in Trailex® fabric. Orange piping. Has double inner leg and seat patches. Flared legs to fit over boots. Sizes: S, M, L, XL.

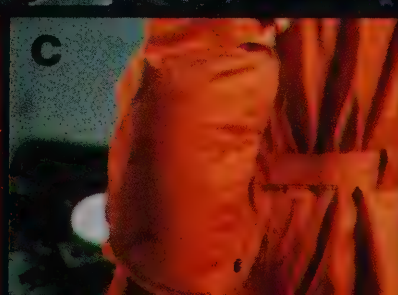
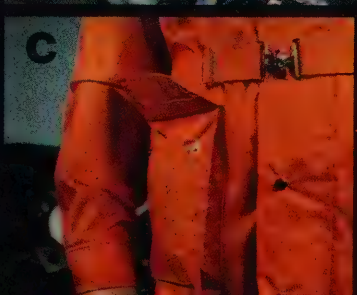


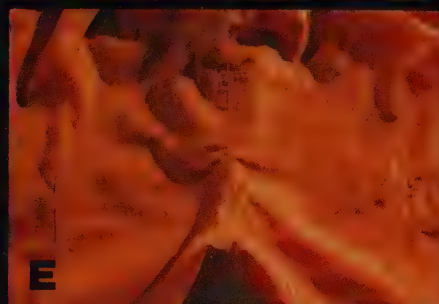
C ALL WEATHER JACKET: Lightweight waterproof Oxford woven Nylon jacket designed for street or off-road use. The high visibility orange gives the rider added security on the road.

Features: Snap Mandarin collar with foam laminated Nylon tricot lining. Mesh lining under back vent. Accordion type hip pockets with tight-sealing flaps. Padded elbows. Two snap adjustable cuffs. CAN-AM® front crest. Storm flap with snap closures over two way zipper. Sizes: S, M, L, XL.

D RAIN PANTS: Jacket comes with black matching pants which are light enough to be carried in pocket of jacket. Can be purchased separately.

Features: Seat patch. Elastic closures at waist and ankles. Sizes: S, M, L, XL.





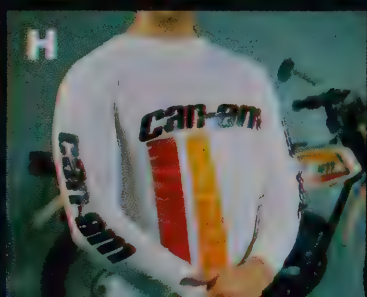
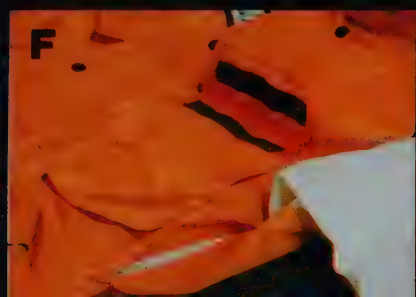
E COVERALL: Is specially designed as a lightweight garment for the most adverse conditions. It is bright, comfortable and permits full freedom of movement when riding. Especially good for those muddy motocrosses and enduros.

Features: Water repellent Nylon shell; elastic back and cuffs. Flap over front zipper. Patch on seat and inside legs. Double snap and buckle leg closure. Snap Mandarin collar. Back vent opened on mesh lining. CAN-AM* front crest and sleeve identification. Sizes: XS, S, M, L, XL.



F ISDT JACKET: Designed in consultation with ISDT gold medalists Bill Uhl and Bob Fisher, this jacket is similar to the one worn by them at 1974 International Six-Day Trial at Camerino, Italy.

Features: The 100% Nylon jacket is water repellent. It shows a convenient rear accordion pocket for extras such as spare tubes or tire irons, as well as back and under-arm vents with Nylon mesh inner lining. Upper pockets are angled for easy access and elbows come padded with Uniroyal Ensolite®. All closures are Velcro for use even with gloves on. Snap Mandarin collar with foam laminated Nylon tricot lining. Large front accordion pockets with tight-sealing flaps. Storm flap with snap closure over two way zipper. CAN-AM* front crest and sleeve identification. An excellent buy for the discerning competitor or trail rider. Sizes: XS, S, M, L, XL.



G MOTOCROSS PANTS: Top quality lamb skin leathers by one of Europe's best manufacturers. Features include handy back pocket, plastic shin protectors, removable knee guards, quality foam hip padding and high contrast CAN-AM* stripes. One of the finest pairs of motocross pants available on the market. Waist: 30, 32, 34, 36, 38.

H MOTOCROSS JERSEY: Clean styled vibrant white vented Nylon jersey with orange and yellow CAN-AM* stripes. Machine washable and extremely comfortable to wear.

Features: Tear resistant Nylon lined elbows. CAN-AM* brand name on front and upper arms. Sizes: XS, S, M, L, XL.

A BOOTS: Made exclusively for CAN-AM[®] by an Italian manufacturer. Top grade cowhide. 7 steel buckles provide snug fit. Built-in ankle protection and padded shin guards. Padded foam top seal. Bold styling in CAN-AM[®] colors. Available with MX or Enduro soles. Heavy-duty Nylon stitching. Sizes: 7 to 13, (E width).

B MOTOCROSS GLOVES: Made from the finest hand tanned lambskin. Supple, soft yet extremely long wearing. Double stitched with Nylon thread. Red foam rubber protective strips, super quality, long lasting comfort and protection. Sizes: S (8), M (9), L (10), XL (11).

C MOTOCROSS SOCKS: Knee-length motocross socks. Made of 100% quality synthetic fibers for comfort and absorbency without bulk. Black with orange, yellow and white trim to coordinate with CAN-AM[®] boots and other riding apparel. One size fits all.

D HELMET: 1 — Made of injection Polycarbonate that is well known for its superiority in withstanding impact. Expanded Polystyrene shock absorbing inner shell. Chin cup with adjustable strap. Visor and goggles snaps. Reflective stripes. CAN-AM[®] identification.

2 — Hand laminated fiberglass shell for maximum impact attenuation and better load distribution. It features the same characteristics as above. Both helmets meet or exceed D.O.T. and C.S.A. standards.

E CHEST PROTECTOR: High density closed cell foam (Uniroyal Ensolite[®]) that offers maximum protection with minimum weight. Oxford Nylon front, absorbant 100% cotton rear. Completely machine washable. A "must" for competition riding.

F WINDBREAKER: Used by all CAN-AM[®] competition team members. Lightweight and machine washable. Water repellent. Mandarin collar. CAN-AM[®] colors and identification. Sizes: S, M, L, XL.

G FALL JACKET: Same as windbreaker but with a Nylon tricot laminated to foam lining. Extremely lightweight yet warm and comfortable. Sizes: XS, S, M, L, XL.

H EMBLEM T-SHIRT: Handsome, high quality, 100% cotton. Available in short sleeves with rib-knit collar. Bright CAN-AM[®] identification. Sizes: S, M, L, XL.

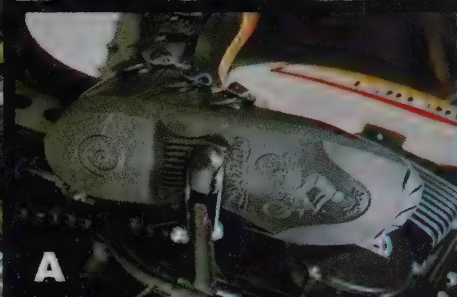
I GOLF SHIRT: 50% cotton, 50% Polyester. Short sleeves. Button placket front. CAN-AM[®] crest. Sizes: XS, S, M, L, XL.

J HAT: Made of waterproof Nylon. Multiple air vents. Close-stitched brim. CAN-AM[®] front crest. In contrasting yellow, orange and black colors. Sizes: XS, S, M, L. Available in Canada only.

K CAP: Made of highly resistant foam laminated twill. CAN-AM[®] front crest. Large sun visor. Adjustable band at the back. Offered in bright orange and black.

L GARMENT BAG: Waterproof Oxford Nylon. Large exterior pocket. Two strong carrying handles. Side zipper for access to garments. Snap tab to keep hangers together.

M ROLL BAG: Black waterproof Oxford Nylon with bright CAN-AM[®] identification. Large outer pocket for goggles and gloves. Waterproof inner boot bag included.



736.017.000

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PRINTED IN CANADA

MX-2

125_{cc}

175_{cc}

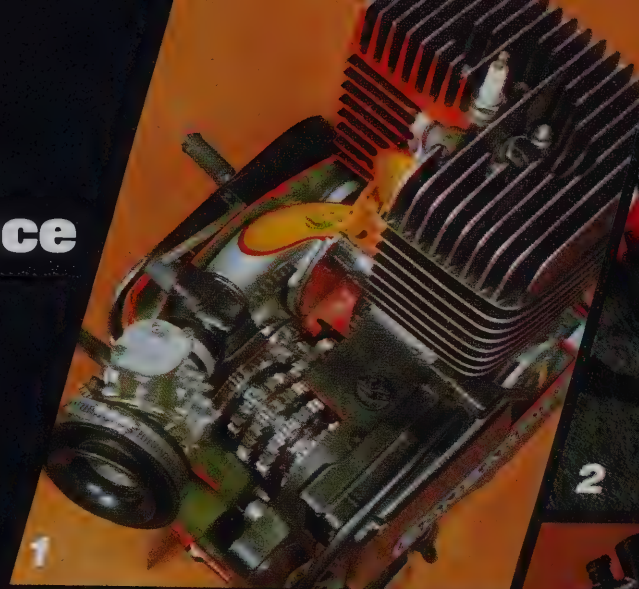
250_{cc}

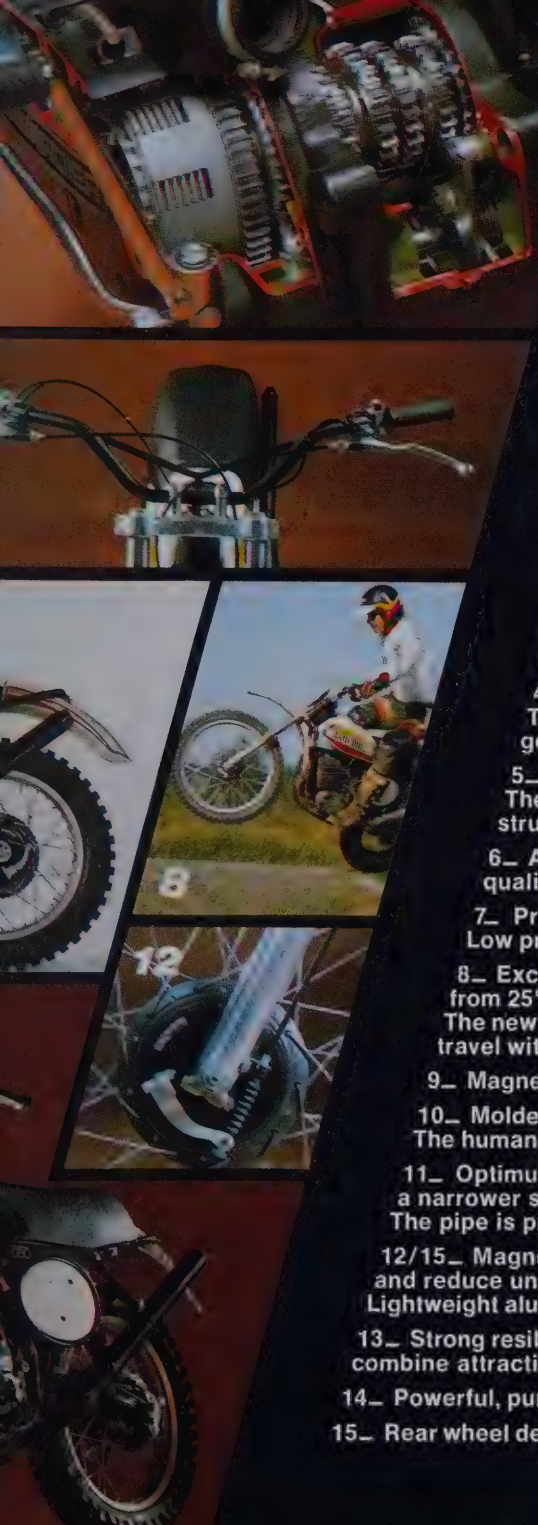


can-am*

motorcycles by bombardier

performance
handling
value





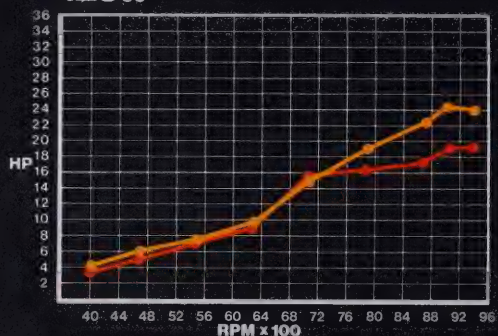
the *Can-am* ^{*}spell

- 1_ Bombardier[®]-Rotax rotary-valve engine is ultra-slim and feeds from a unique induction system that allows precise inlet timing for high specific output over a broad power band.
- 2_ Bombardier with its Can-Am[®] motorcycles, the first manufacturer to record 1st, 2nd, 3rd, in the 250 AMA National Motocross Championship — 1974 — with Gary Jones, Marty Tripes, Jim Ellis.
- 3_ A strong, multi-plate wet clutch, driven by straight-cut primary gears. The rugged constant-mesh, rotary-cam transmission provides closely spaced ratios and quick, in-gear starting.
- 4_ Forward-mounted rear shocks offer extra-long travel. The swing-arm pivot bolt serving as the rear engine mount, improves chain geometry and chassis rigidity.
- 5_ Perfect triangulation highlights double loop high tensile steel frame. The engine is an integral part of the chassis, thereby vastly increasing structural rigidity.
- 6_ Available in 125 cc, 175 cc (shown in picture) and 250 cc, with the same quality and workmanship.
- 7_ Precise control at your fingertips with a super-fast ¼-turn throttle. Low profile chrome-moly handlebars, the riding comfort of surgical rubber grips.
- 8_ Exclusive steering head design permits complete adjustability of fork angle from 25° to 31°. The new Betor front fork, specially designed for CAN-AM[®], provides much longer travel with consistently free performance assured by the 2-way breather valve.
- 9_ Magnesium alloy case, clutch and magneto covers have been incorporated for lightness.
- 10_ Molded from high-density Polyethylene, the fuel tank is tough and light. The human engineered contoured seat rests on an aluminum alloy base.
- 11_ Optimum torque and horsepower is ensured by a low-pipe design that allows for a narrower shape. The pipe is protected by a heavy gauge skid plate.
- 12/15_ Magnesium alloy front hub, backing plates and brake shoes add in strength and reduce unsprung weight to a minimum. Lightweight aluminum alloy "ridgeless" rims prevent mud build-up in rough going.
- 13_ Strong resilient Polyethylene fenders return to their original shape after impact to combine attractive appearance with proper function.
- 14_ Powerful, purposeful and tractable — an excellent way to sum up the MX-2.
- 15_ Rear wheel design incorporates snail cam chain adjusters and Nylon lined cable actuated brake.

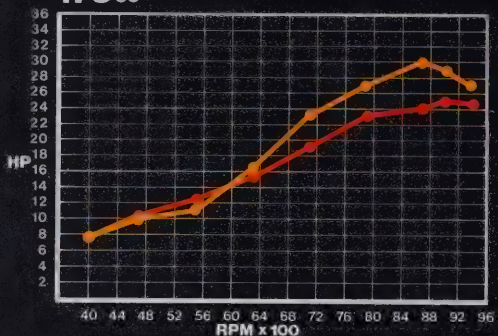


Can-am ^{*}

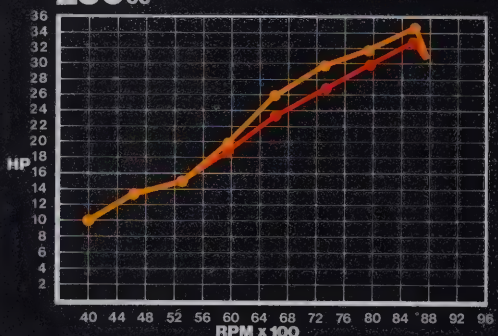
125cc



175cc



250cc



MX-2 ■

MX-1 ■

Specifications :

DIMENSIONS

Overall height
Overall width
Seat height
Ground clearance
Wheelbase
Overall length

CHASSIS

Type

Front suspension
Rear suspension
Fork angle
Brake: front/rear
Tire: front
rear

Gross weight
Weight (dry)

LIQUID CAPACITIES

Gas tank
Oil tank
Transmission

ENGINE

Type
Bore
Stroke
Displacement/cc
Displacement/cu.in.
Compression ratio
Horsepower at rear wheel
Lubrication
Starter

POWER TRAIN

Primary drive
Clutch
Transmission

Gear ratio /

1st

2nd

3rd

4th

5th

6th

Chain

CARBURATION

Carburetor type
Air filter

ELECTRICAL

Ignition system, electronic C.D.I.
Maximum ignition output
Spark plug type
Spark plug number

125

45"
34"
33½"
7"
54¼"
84"

175

45"
34"
33½"
7"
54¼"
84"

250

45"
34"
33½"
7"
55"
84"

Tubular double loop space frame with tapered backbone

Betor telehydraulic 6½" travel

Trailing arm, Girling shock absorbers

30° STD, 25° to 31° adjustment

Drum, single leading shoe 6" x 1"

Knobby 3.00 x 21

Knobby 4.10 x 18

226 lbs.

209 lbs.

226 lbs.

209 lbs.

4.60 x 18

229 lbs.

212 lbs.

1.9 U.S. gal. — 1.6 Imp. gal.

2.3 U.S. quarts — 1.9 Imp. quarts

1.2 U.S. quarts — 1.0 Imp. quart

Rotary valve / 2 stroke / single cyl. / air cooled

54mm (2.126") 62mm (2.441") 74mm (2.914")

54mm (2.126") 57.5mm (2.264") 57.5mm (2.264")

123.7cc

7.54 cu.in.

15:1

24 @ 9000 rpm

Oil injection, fixed volume

Foot operated left side / in gear starting

173.6cc

10.60 cu.in.

15:1

30 @ 8700 rpm

247cc

15.09 cu.in.

13:1

35 @ 8600 rpm

Straight cut & ground gears

Multi-plate 6 disc / oil bath

Constant mesh 6 speed

5 speed

2.66

2.07

1.58

1.31

1.09

0.96

520

2.66

2.07

1.58

1.31

1.09

0.96

520

2.38

1.75

1.39

1.095

0.913

520

Bing 32mm (type V-84)

Foam, oil impregnated

Motoplant

14mm — ¾" reach

Champion N59G

Motoplant

Bosch

30,000 V



Bombardier Limited manufactures quality recreational vehicles for your year-round pleasure. Our company strives to design and develop vehicles that will last longer and function smoother, giving you more trouble-free recreational use. Bombardier stands behind its products with an extensive North American dealer network geared to provide top flight after sales parts and service to all our customers.

Play it safe: Wear a helmet, know the law and respect the rights of others.

CMA

MIC



can-am
by **bombardier**

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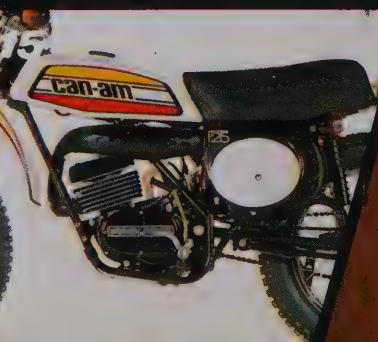
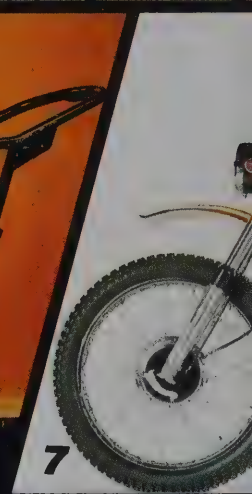
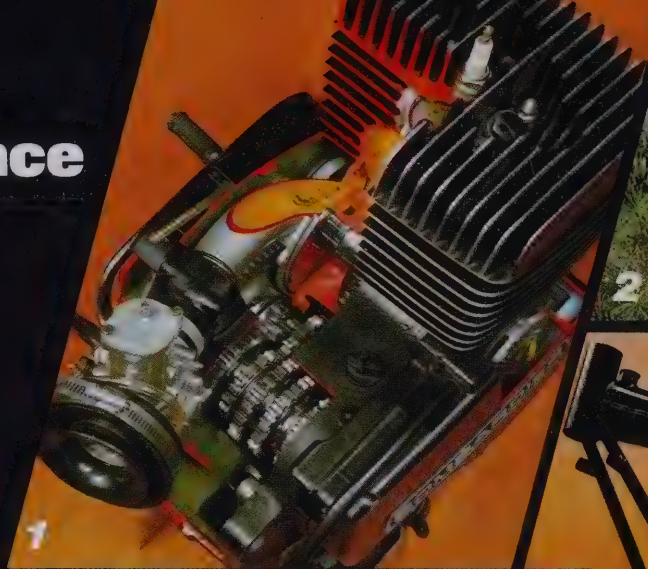
T'NT*

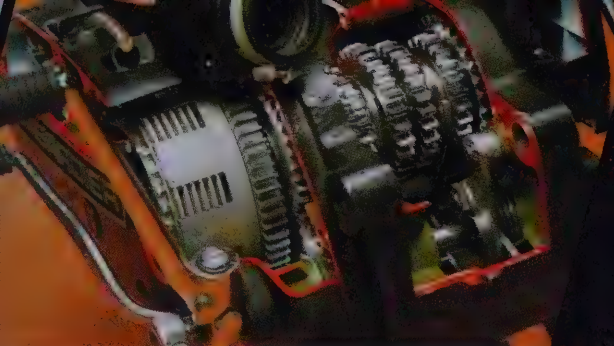
125_{cc}
175_{cc}
250_{cc}



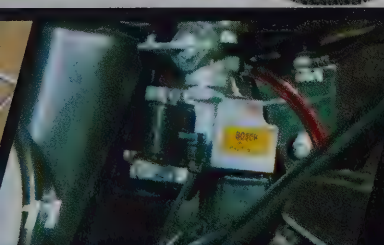
can-am*
motorcycles by bombardier

performance
handling
value





the *can-am* spell



1 - Bombardier*-Rotax rotary-valve engine is ultra-slim and feeds from a unique induction system that allows precise inlet timing for high specific output over a broad power band.

2 - Billy Uhl and Canadian Bob Fisher in Camerino, Italy. Uhl won 7 Gold Medals with CAN-AM* in 1974 — 6 out of 6 in qualifying and 1 in the ISDT. In '73, Fisher, Erik Nielsen, and Jeff Smith won Gold, Silver and Bronze Medals with CAN-AM* motorcycles at the ISDT; the first time any manufacturer has accomplished this the first time out.

3 - A strong multi-plate wet clutch is driven by straight-cut primary gears. The rugged constant-mesh rotary-cam transmission insures smooth shifting and quick in-gear starting.

4 - Billy Uhl in action, Camerino, Italy.

5 - Perfect triangulation highlights double loop high tensile steel frame. The engine is an integral part of the chassis, thereby vastly increasing structural rigidity.

6 - Rubber-mounted turn indicators to resist damage in spills.

7 - The king of the enduros — CAN-AM* T'NT* 250.

8 - Optimum torque and horsepower is ensured by a low-pipe design that allows for a narrower shape. The pipe is protected by a heavy gauge skid plate.

9 - The rear view features a large taillight to comply with current safety regulations.

10 - Rear wheel design incorporates snail cam chain adjusters and cable actuated brake utilizing nylon lined cable.

11 - Trouble free solid state capacitive discharge ignition features a magnetic trigger replacing conventional points.

The unit can be removed in minutes for periodic maintenance without removing the flywheel.

12 - Exclusive steering head design permits complete adjustability of fork angle from 25° to 31°. The new Betor front fork, specially designed for CAN-AM*, provides much longer travel with consistently free performance assured by the 2-way breather valve.


13 - Detailing includes self locking aircraft nuts on most fittings.

The finish quality of the castings, chrome, welding and plastic components is absolutely first-rate. Molded from high-density Polyethylene, the fuel tank is tough and light.

14 - Strong resilient Polyethylene fenders return to their original shape after impact to combine attractive appearance with proper function.

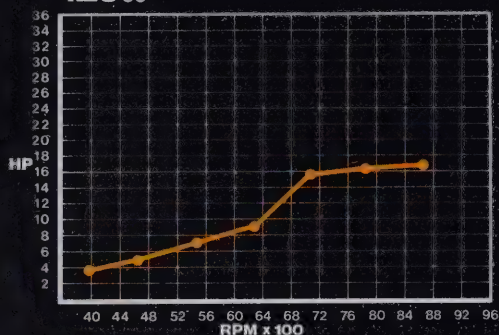
15 - Sleek lines of the T'NT* 125 mark it as the class among the small bores.

16 - Out-of-the-box, the T'NT* models by CAN-AM* are street-legal. With required battery, horn, speedometer and full complement of front and rear lights.

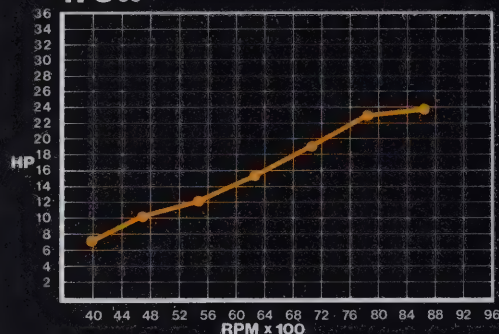


*can-am**

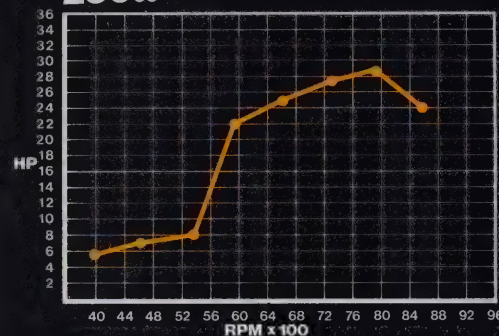
125cc



175cc



250cc



Specifications :

125

175

250

DIMENSIONS

Overall height (without mirror) 45"
Overall width (without mirror) 34"
Seat height 33"
Ground clearance 9"
Wheelbase 55"
Overall length 84"

45"
34"
33"
9"
55"
84"

CHASSIS

Type

Tubular double loop space frame with tapered backbone

Front suspension

Betor teledraulic 6 1/2" travel

Rear suspension

Trailing arm, "S. & W." shock absorbers

Fork angle

30° ST'D, 25° to 31° adjustment

Brake: front/rear

Drum, single leading shoe 6" x 1"

Tire: front

3.00 x 21 Trials universal

rear

4.00 x 18 Trials universal

Gross weight

257 lbs. 259 lbs. 264 lbs.

Weight (dry)

237 lbs. 239 lbs. 244 lbs.

LIQUID CAPACITIES

Gas tank

2.5 U.S. gal. — 2.1 Imp. gal.

Oil tank

2.3 U.S. quarts — 1.9 Imp. quarts

Transmission

1.2 U.S. quarts — 1.0 Imp. quart

ENGINE

Type

Rotary valve / 2 stroke / single cyl. / air cooled

Bore

54mm (2.126") 62mm (2.441") 74mm (2.914")

Stroke

54mm (2.126") 57.5mm (2.264") 57.5mm (2.264")

Displacement/c.c.

123.7cc 173.6cc 247cc

Displacement/cu.in.

7.54 cu.in. 10.60 cu.in. 15.09 cu.in.

Compression ratio

13:1 13:1 13:1

Horsepower at rear wheel

19 @ 8500 rpm 24 @ 8500 rpm 29 @ 8000 rpm

Lubrication

Oil injection, variable volume

Starter

Foot operated left side / in gear starting

POWER TRAIN

Primary drive

Straight cut & ground gears

Clutch

Multi-plate 6 disc / oil bath 5 disc

Transmission

Constant mesh — 6 speed 5 speed

Gear ratio

3.40 3.40 2.91

1st

2.31 2.31 1.86

2nd

1.68 1.68 1.39

3rd

1.31 1.31 1.095

4th

1.095 1.095 0.913

5th

0.96 0.96

6th

520 520 520

Chain

CARBURATION

Carburetor type

Bing 32mm (type V-84)

Air filter

Foam, oil impregnated

ELECTRICAL

Ignition system

Bosh electronic CDI

Maximum ignition output

30,000 V 30,000 V 30,000 V

Maximum alternator output

55 W 55 W 55 W

Spark plug type

14mm — 3/4" reach

Spark plug number

Champion N57G

Battery (12 volts)

Yuasa 12N5-4B

Battery rating

5 A/H



Bombardier Limited manufactures quality recreational vehicles for your year-round pleasure. Our company strives to design and develop vehicles that will last longer and function smoother, giving you more trouble-free recreational use. Bombardier stands behind its products with an extensive North American dealer network geared to provide top flight after sales parts and service to all our customers.

Play it safe: Wear a helmet, know the law and respect the rights of others.

CMA

MIC



can-am
by bombardier

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MIC

by bombardier

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invitation



ONTIC*

250-340

gives You Results!

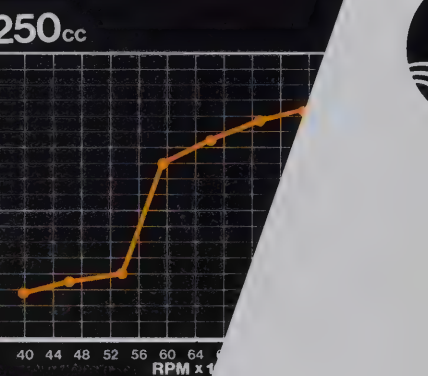


SPECIFICATIONS:

Length	15'7"
Water line	14'
Beam	5'
Mast height	22'
Sail area	90 sq. ft.
Hull weight	165 lbs
Crew capacity	2-3
Flotability	500 lbs

with"

ki



simple...
speedy...
...seaworthy



simple...
speedy...
...seaworthy

By design, INVITATION* by Bombardier is a triple-threat sailboat in the modern idiom . . . environmentally satisfying . . . and is equally suitable for the escape-minded individual or for an exhilarating family sail.

simple..? Yes, but featuring full rigging adjustment from the cockpit with all of the control demanded by the enthusiast. And at a price aimed at bringing the glamour of an international sport within the means of the average sailor.

speedy..? One glance at her sleek, racy profile is enough for the experienced skipper to want to challenge the wind and for the rank amateur to discover the fun and thrills of sailing . . . Either alone or with a friend.

seaworthy..? INVITATION* stability, enhanced by a thoroughly tested rig and an advanced, unsinkable, fiberglass hull, completes the specification of what is an acknowledged thoroughbred in the small boat world.



ONIC*

250-340

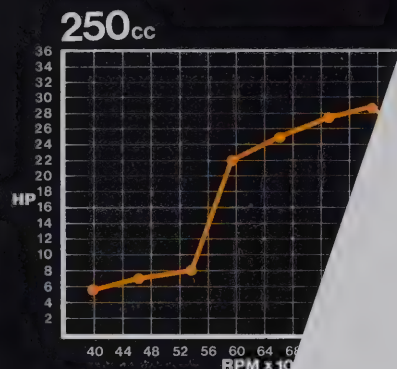
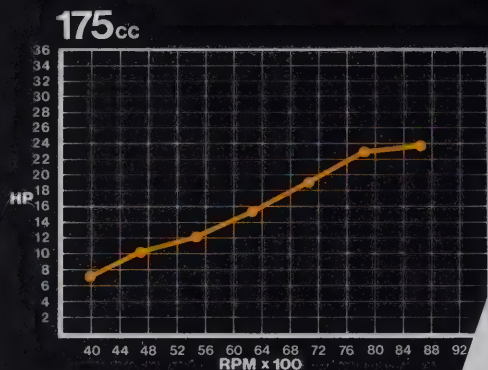
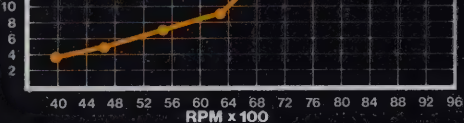
Gives You Results!



"team up with"



moto.ski



simple...
speedy...
...seaworthy

BOMBARDIER* CLOTHING ACCESSORIES

Made of lightweight, durable, waterproof fabric, Bombardier* clothing accessories are designed by sailing experts for quality and comfort. Neither too loose nor too tight-fitting, they are extremely functional and offer great freedom of movement. This unique line of sailing apparel is available in all adult sizes at your local dealer.



INVITATION* is a member of the great family of recreational products of Bombardier Limited, well known for its Ski-Doo® and Moto-Ski® snowmobiles and for its Can-Am® motorcycle.

Bombardier Limited, Valcourt, Que., Canada. J0E 2L0



invitation
"the sailboat by bombardier"

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530 900 900

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SONTIC*

250-340

Gives You Results!



“team up with”



moto·ski

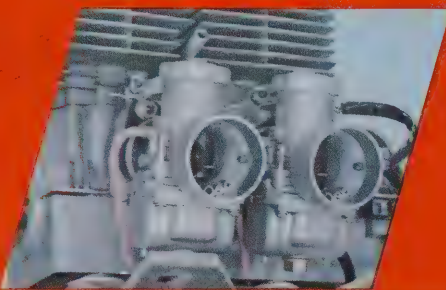


SONIC® By MOTO-SKI®
 Race bred and competition
 proven. The top performer
 on track or trail!



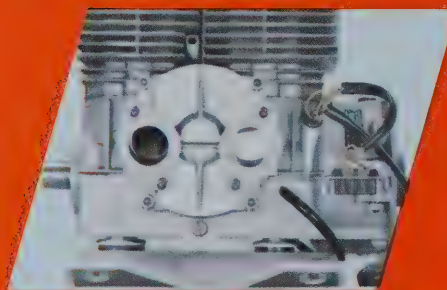
00:00

SONIC® lets you approach ANY start line with confidence. Twin Mikuni float-type carburetors in the Bombardier-Rotax engine provide the precise fuel-air mix to get you moving real quick.



00:01

A simple squeeze on the gas lever, and the Rotary disc valve delivers exact response, through calibrated intake and exhaust systems. The small-centre drive pulley permits rapid transmission of power to the track.



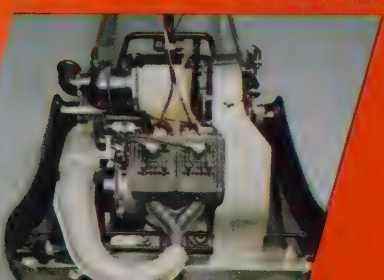
00:07

Nearing a corner is when you appreciate the low centre of gravity and the special materials and sophisticated manufacturing techniques employed by MOTO-



E
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 susp
 powe
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 ture d
 presse

SKI® An all-aluminum frame and rivetted alloy cross member make a great contribution to the impressive power-to-weight ratio!



EVENLY along the track — in one!
 With SONIC® you're
 inside track — in one!

00:10

You can almost THINK SONIC* through the turns! A stab on the throttle, a nudge on the handlebars, and you're through, as the square-shaft clutch reacts

immediately on downshifts. With a 34-inch ski stance, the carbide runners angle into the hard-packed surface, and the tapered, single-leaf springs quickly adapt themselves to track conditions.

00:22

Barrelling into a slow curve brings the moment of truth! But SONIC* performs, as the tapered power take-off shaft, with twin bearings, supplies the strength necessary

for the drive train to cope with changes in terrain.

00:12

With a 38-degree steering angle, SONIC* scores heavily. And the 114-inch, one-piece, molded rubber track, with resilient, embedded rods, gives you maximum bearing area to take advantage of lightning-quick

00:26

Out of the final turn and you're home free! Directional stability and a stress-resistant chassis point right to the checkered flag!

00:45

entering a long straight, the Reaction slide reaction reacts to it once, as the levelling leaf absorbs ground absolutely entire slide. sure got the ways than

00:30

The Finish Line. This is where you realize that SONIC* gives you results!

SONIC* 1976 — SPECIFICATIONS

MODEL	250	340
ENGINE		
Type	Rotary valve, two cycle engine	
Location	Front Mounted	
No. of cylinder	2	2
Type of cooling	Free Air	
Bore	2.125" (54 mm)	2.480" (63 mm)
Stroke	2.125" (54 mm)	2.125" (54 mm)
Displacement	15.08 cu. in. (247.3 cc)	20.54 cu. in. (336.7 cc)
Compression ratio	13:1	12.5:1
Carburetor	VM 34	VM 34
Exhaust system	Tuned, double wall, isolated, high performance — low noise	
Starting	Manual	
CHASSIS		
Frame material	Aluminum	
Cab material	Fiberglass	
Overall length	107" (271.8 cm)	107" (271.8 cm)
Overall width	41¾" (106 cm)	41¾" (106 cm)
Overall height	33" (83.8 cm)	33" (83.8 cm)
Ski stance		
center to center)	34" (86.36 cm)	34" (86.36 cm)
Dry weight	340 lbs (154 kg)	345 lbs (156 kg)
Bearing area	1090 sq. in. (7,032 sq. cm)	1090 sq. in. (7,032 sq. cm)
TRANSMISSION		
Type	Instant Torque* drive and cam action driven pulleys	
SUSPENSION		
Type	Torque Reaction* slide suspension	
Shock absorber	On skis and suspension	
Track material	Rubber track reinforced with embedded resilient rods	
Track width	15" (38.1cm)	15" (38.1 cm)
Track length	114" (294 cm)	114" (294cm)
ELECTRICAL SYSTEM		
Lighting system		
(output)	100 W	
Ignition system	Capacitor discharge	
FUEL		
Tank capacity		
— Imp.	6.25 gals.	6.25 gals.
— U.S.	5 gals.	5 gals.
— Metric	20.45 liters	20.45 liters
Gasoline	Premium	Premium
BRAKE		
Type	Disc — self-adjusting	

 **Join a snowmobile club**

*Trademarks of Bombardier Limited.

CERTIFIED



The Snowmobile Safety Certification Committee has been set up by the snowmobile industry to establish effective vehicle safety standards. Bombardier Limited is a full-fledged member of this organization.



moto-ski

WARRANTY: Moto-Ski® snowmobiles are backed with the best warranty program ever offered. This warranty extends for one full year on the Nuvik* and Futura* and 90 days on the Sonic*.

Bombardier Limited reserves the right to make changes in design and specifications, and/or to make additions or improvements in its product without imposing any obligations upon itself to install them on its product previously manufactured.





“team up with”

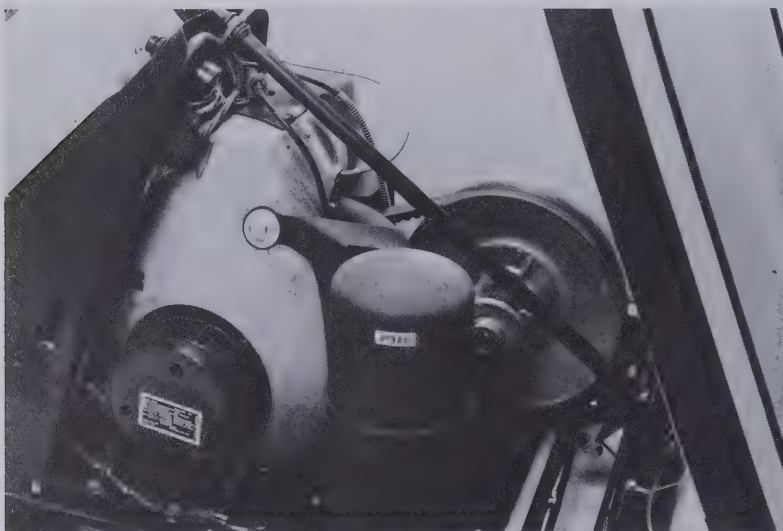


moto·ski

®

New from the name up, SPIRIT* by MOTO-SKI® for 1976 incorporates all of the qualities required of a true snow-machine offering economy in an exciting value package.

From its rounded ski tips to its tough full-size trade, SPIRIT* for '76 features light weight, ease of handling, good speed, and tremendous pulling power.



The heart of the machine is a Bombardier-Rotax® 250 cc single cylinder engine. Overall lightness enables you to float over the snow, whether you're breaking a new trail, or simply strooking along on an exhilarating Sunday ride.

The tough, all-steel chassis is welded for extra strength, and rests on a proven bogie wheel suspension system. Liveliness and solid utility features give you a sound unit with great over-the-snow capabilities.

MOTO-SKI® has given top priority to comfort and convenience. The cab has received much attention through the liberal use of sound-deadening materials; intake and exhaust ducting also contribute to overall noise reduction; and the quality of the ride is enhanced with a three-layer, foam rubber seat, padded handlebars, and low-effort control levers.



SPIRIT*1976 — SPECIFICATIONS

MODEL	250
ENGINE	
Location	Center Mounted
No. of cylinders	1
Type of cooling	Fan
Bore	2.716" (69 mm)
Stroke	2.598" (66 mm)
Displacement	15.1 cu. in. (246.8 cc)
Compression ratio	7.5:1
Carburetor (Tillotson)	HR
Exhaust system	Standard Muffler
Starting	Manual
CHASSIS	
Frame material	Steel
Cab material	Polycarbonate
Overall length	88½" (224.79 cm)
Overall width	30½" (77.47 cm)
Overall height	42" (106.7 cm)
Ski stance (center to center)	25" (63.5 cm)
Weight	295 lbs (138.8 kg)
Bearing area	1070 sq. in. (6,903 sq. cm)
TRANSMISSION	
Type	Roller type drive and car action driven pulleys
SUSPENSION	
Type	Bogie
Track material	Rubber track reinforced with steel rods
Track width	15" (38.1 cm)
Track length	114" (289.5 cm)
ELECTRICAL SYSTEM	
Lighting system (output)	75/23W
Ignition system	Magneto
FUEL	
Tank capacity — U.S.	4.20 gals.
— Metric	15.9 liters
— Imp.	3.5 gals.
Gasoline	Regular
Gas/oil ratio	50/1
BRAKE	
Type	Drum

Join a snowmobile club

Originally conceived as a first-purchase machine, SPIRIT* by MOTO-SKI® for '76 more than fills the bill as an outstanding machine for the snowmobiler who wants a willing and tireless worker that'll return maximum benefits for a minimum outlay.

If you're this type of winter sports enthusiast, then, Team Up with SPIRIT* for '76, by MOTO-SKI®.



CERTIFIED



The Snowmobile Safety Certification Committee has been set up by the snowmobile industry to establish effective vehicle safety standards. Bombardier Limited is a full fledged member of this organization.



moto-ski

WARRANTY: Moto-Ski® snowmobiles are backed with the best warranty program ever offered. This warranty extends for one full year on the Spirit*.

Bombardier Limited reserves the right to make changes in design and specifications, and/or to make additions or improvements in its product without imposing any obligations upon itself to install them on its product previously manufactured.

NUMIK®

300-340/340E

Rugged · Lively · Fun!



"team up with"



moto·ski



RUGGED, LIVELY, and FUN. EVERY snowmobiler looks for these attributes in a machine. Well, they're also the perfect description of NUVIK⁺ by MOTO-SKI[®] for 1976.

Your fellow club members will tell you THEIR snowmobiles have got to HANDLE. NUVIK⁺ 300 by MOTO-SKI[®] gives you handling PLUS outstanding fuel economy at a price you can afford. You simply can't ignore this kind of value package.

And if you want MORE power and EXTRA riding comfort, NUVIK⁺ 340 is the ONE. With a fully adjustable Torque Reaction slide suspension.

To top it all off, you also get the best warranty with MOTO-SKI[®]—one full year!



Rugged

MOTO-SKI® believes a snowmobile's got to be SOLID to let the power plant perform properly. So, NUVIK® starts off with a welded, all-steel chassis — no distortion here, even over the ROUGHEST trails! And all control cables are lubricated for virtual absence of wear. From front to back, NUVIK® is engineered for when the going gets tough! Sturdy, fingertip control centres 'round heavy-duty steering with tubular tie-rods and ball joints, while shock absorbers on the skis are standard. And you've heard club members talk

about fade-free disc brakes. Well, MOTO-SKI® gives you a big, self-adjusting, 9-inch one! But though GETTING where you're going is great, GETTING BACK is the secret of a good day on the trail. MOTO-SKI® therefore, has strengthened the crankshaft by adopting a tapered design with twin bearings. And the proven bogie wheel suspension is surrounded by a one-piece, molded rubber track — the toughest of all — 15 inches wide and 114 inches long.



Lively

In setting new standards of spirited handling for you, NUVIK® starts off by mounting the fan-cooled Bombardier-Rotax twin at the front, for a lower centre of gravity. You get easier starts because a primer pump is used instead of a choke, and the fuel pump has been isolated from the carburetor so that gas flowing to it will be kept cooler. The track is equipped with external lugs for better stability on the trail, and internal, snow-clearing lugs to minimize snow accumulation. Driven power comes through a $\frac{3}{8}$ inch, double-pitch chain, where the tension adjusts automatically through

spring-activated tensioners. No wonder NUVIK® has such a great reputation as a trail machine! So, point NUVIK® down YOUR club's favourite trail and that's where it goes! Its recovery power is excellent as the square shaft clutch, with a small-centre drive pulley, provides better acceleration and response on downshifts. And the Torque Reaction slide suspension on the 340 is unique — one squeeze on the throttle lever and absolutely EVEN distribution of weight is transmitted along the entire slide.



Fun

Experience the pleasure of owning NUVIK® — the fun machine by MOTO-SKI® — especially during a full day's ride. You'll really enjoy the low noise level, thanks to extra ducting to the carb intake, and noise barriers in the engine ventilation arrangement. Skis with rounded tips, a sandwich-type, foam rubber seat to smooth out the bumps for you, and low-effort throttle and brake levers incorporated in the

deep-dish, padded handlebars contribute to the kind of satisfying ride you only IMAGINED before. You also have an electric-start option on the 340. The engine compartment's fully enclosed, with blank footrests matching the contour of the cab bottom for your comfort, and unwanted heat from the muffler has been ducted away from the engine for a cool ride all 'round.

NUVIK® 1976 — SPECIFICATIONS

MODEL	300	340/340E
ENGINE		
Location	Front Mounted	
No. of cylinders	2	2
Type of cooling	Fan	Fan
Bore	2.185" (55.5 mm)	2.343" (59.5 mm)
Stroke	2.401" (61 mm)	2.401" (61 mm)
Displacement	18 cu.in. (295.1 cc)	20.7 cu. in. (336.7 cc)
Compression ratio	11:1	11.3:1
Carburetor (Tillotson)	HR	HR
Exhaust system	Standard Muffler	Standard Muffler
Starting	Manual	Manual/electric
CHASSIS		
Frame material	Steel	Steel
Cab material	Polycarbonate	Polycarbonate
Overall length	100¾" (255.9 cm)	100¾" (255.9 cm)
Overall width	33" (83.8 cm)	33" (83.8 cm)
Overall height	44" (111.76 cm)	43" (109.2 cm)
Ski stance (center to center)	26" (66.04 cm)	26" (66.04 cm)
Weight	360 lbs. (163 kg)	380 lbs. (171 kg) 400 lbs. (180 kg)
Bearing area	1092 sq. in. (7045 sq. cm)	1077 sq. in. (6948 sq. cm)
TRANSMISSION		
Type	Instant Torque* drive and cam action driven pulleys	
SUSPENSION		
Type	Bogie	Torque Reaction* slide suspension
Shock absorbers	On skis	Skis and suspension
Track material	Rubber track reinforced with embedded steel rods	Rubber track reinforced with embedded resilient rods
Track width	15" (38.1 cm)	15" (38.1 cm)
Track length	114" (294 cm)	120" (304.2 cm)
ELECTRICAL SYSTEM		
Lighting system (output)	100 W	100 W
Ignition system	Magneto	Magneto
FUEL		
Tank Capacity		
— U.S.	6.25 gals.	6.25 gals.
— Imp.	5 gals.	5 gals.
— Metric	18 liters	18 liters
Gasoline	Regular	Regular
Gas/oil ratio	50/1	50/1
BRAKE		
Type	Disc — Self-Adjusting	



Join a snowmobile club

CERTIFIED



The Snowmobile Safety Certification Committee has been set up by the snowmobile industry to establish effective vehicle safety standards. Bombardier Limited is a full fledged member of this organization.



moto-ski

WARRANTY: Moto-Ski® snowmobiles are backed with the best warranty program ever offered. This warranty extends for one full year on the Nuvik* and Futura* and 90 days on the Sonic*.

Bombardier Limited reserves the right to make changes in design and specifications, and/or to make additions or improvements in its product without imposing any obligations upon itself to install them on its product previously manufactured.

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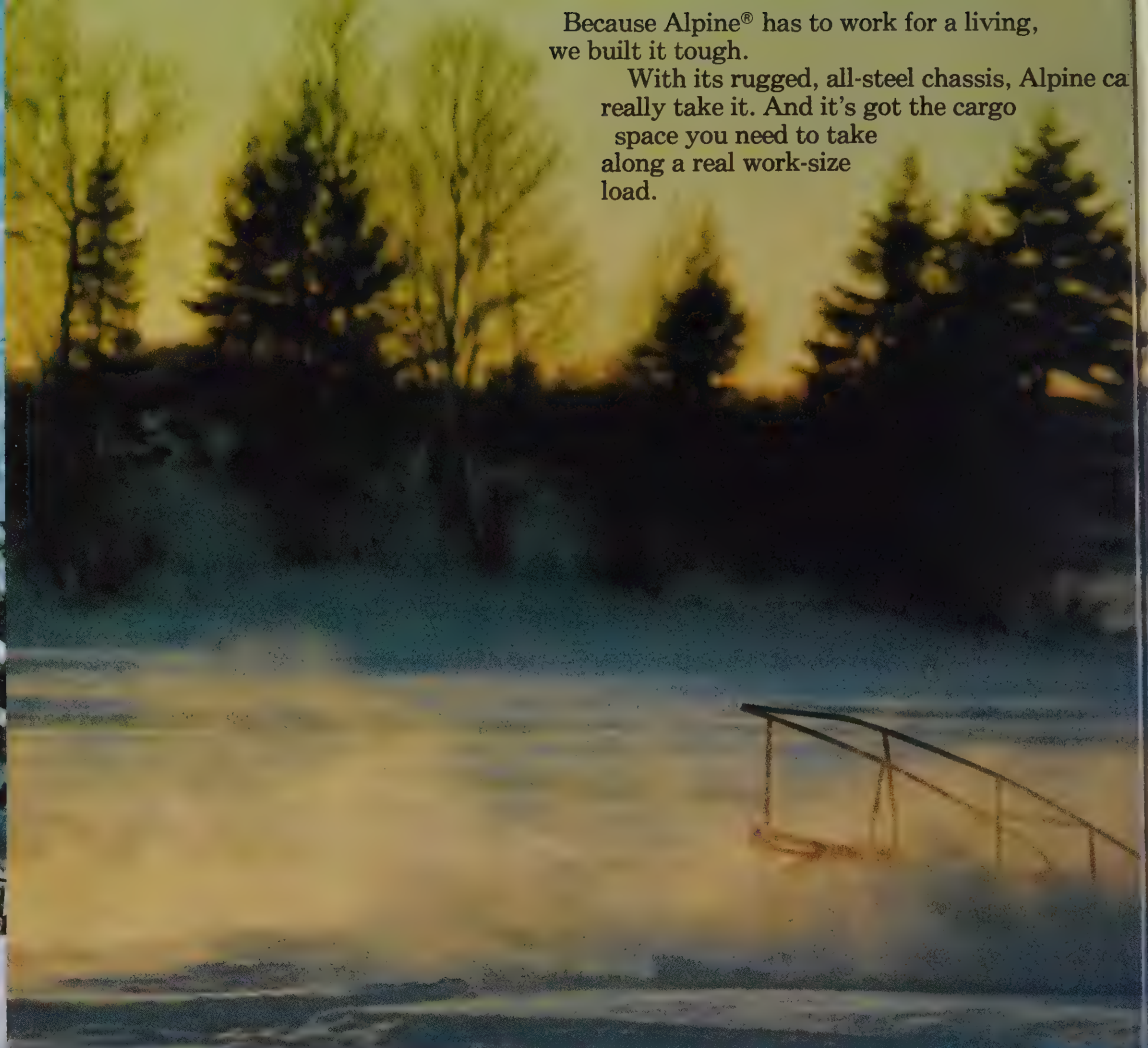
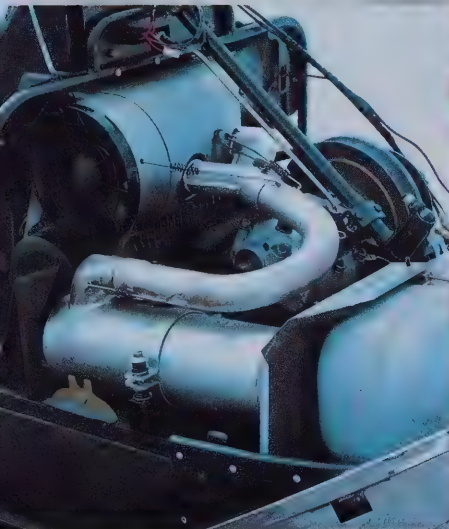


480-3165-00

Ski-Doo® Alpine®



**It will see you
through a mountain of winter work.**



Because Alpine® has to work for a living, we built it tough.

With its rugged, all-steel chassis, Alpine can really take it. And it's got the cargo space you need to take along a real work-size load.



Fan Cooled Rotax Engine

It takes a big engine to do the kind of work Alpine does. Modified to provide more torque and better gas mileage, this 640cc twin comes on strong without sacrificing a bit of the dependability that Rotax is famous for. The newly designed air ventilation system of the cab ensures rapid heat dissipation.

Instant Torque* Clutch with Bearing Action

Developed by Ski-Doo engineers, the Instant Torque Clutch design delivers positive power transference to the track without lag. A new bearing on the shaft reduces all friction on the belt while idling. The result? Less wear, and low-maintenance operation that will see you through a mountain of winter work.

Adjustable and Optional Seat Setup

To convert the Alpine into a two-man machine, simply add a second optional seat onto the loading platform. Extra mounts on the seat enable passenger to adjust the back-rest to either of two comfort positions.

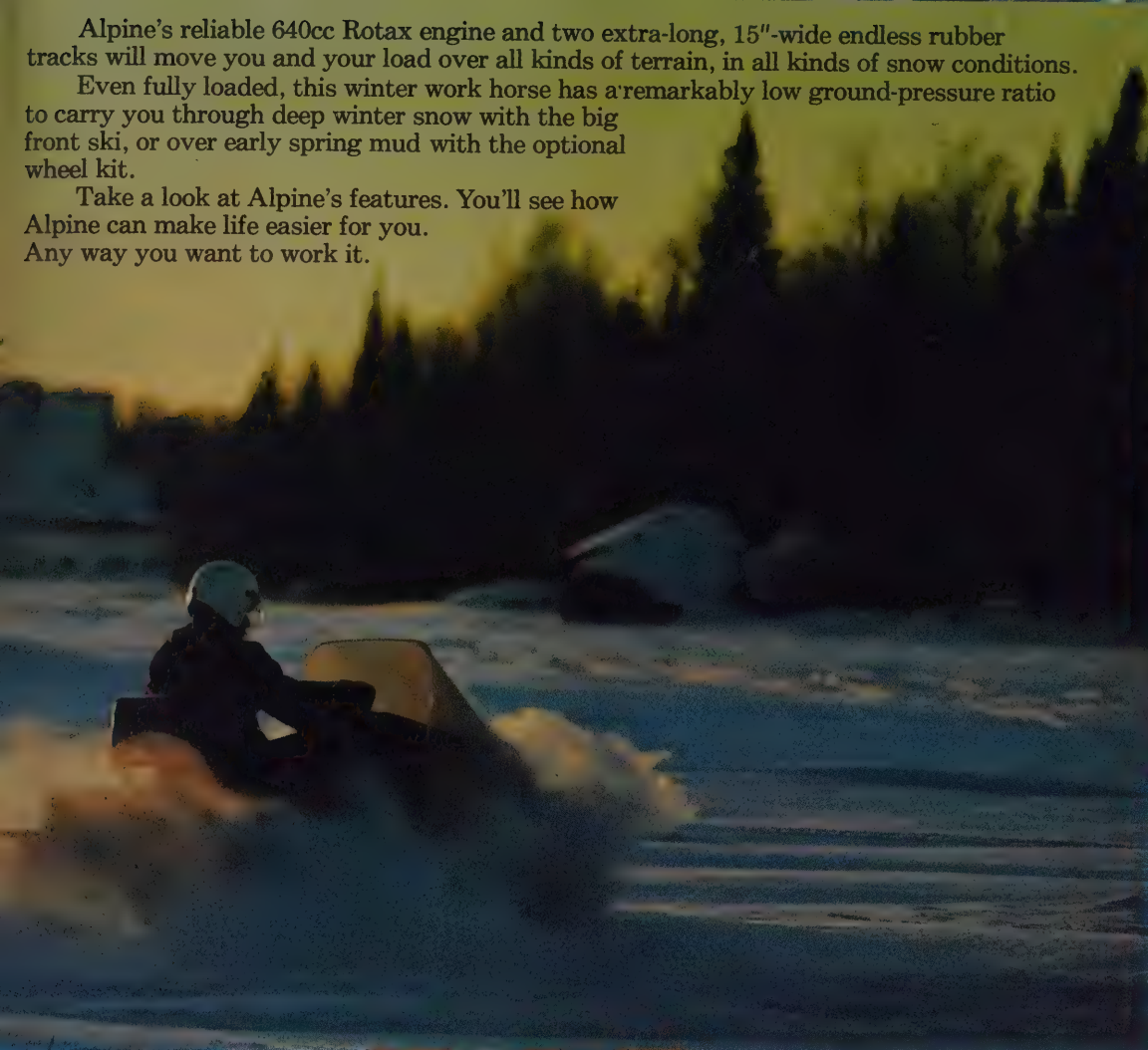
Twin Track

Twin track system with deep profile treads for superior traction and stability.

Alpine's reliable 640cc Rotax engine and two extra-long, 15"-wide endless rubber tracks will move you and your load over all kinds of terrain, in all kinds of snow conditions.

Even fully loaded, this winter work horse has a remarkably low ground-pressure ratio to carry you through deep winter snow with the big front ski, or over early spring mud with the optional wheel kit.

Take a look at Alpine's features. You'll see how Alpine can make life easier for you. Any way you want to work it.



Tracks

of steel-reinforced
ber put a lot of
e snow: 2160 sq. in.
ti) for great
ation. Independent
n adds greater

Ski Shock and Carbide Runner

Extra-wide, heavy duty Alpine single front ski has Ski-Doo carbide runner to bite into ice and hard-packed snow for more positive turning. Double-action shock absorber keeps ski in contact with snow for better control.

Loading Platform

With its heavy gauge steel deck area of $23\frac{1}{2}$ " x 31", Alpine can easily handle 250 lbs. of supplies over long distances. Or even heavier loads, depending on terrain and snow conditions. There's also 1564 cu. in. of extra storage space under the seat.

Forward/Reverse Gears

Alpine features a reverse gear on its torque-sensing variable speed transmission to make short work of any job. And it greatly increases the machine's versatility in deep snow conditions.



Exclusive Alpine® Attachments

Tow Bar

A rear-attached T bar that hooks into the standard rings found on the front skis of snowmobiles. Useful for delivering unmanned machines or extricating stranded ones.

Wheel Conversion Kit

Transform your Alpine from a winter sled into an extended-season work machine. The new wheel conversion kit includes a special bumper and a modified steering linkage. With these in place, you just remove two bolts to go from ski to wheel, making it easier to carry out trail sign programs before the start of the season, and to get around in early spring mud. Kit comes with a low pressure tire on a wide, 8-inch rim, with complete suspension system.

Trail Groomer

An adjustable blade, mounted on four skis, attached to the rear of the machine for grooming and maintaining snowmobile trails, as well as clearing paths.

Cross Country Marker

A set of two ski trail markers fastened underneath a metal pan that will set beautiful tracks on cross-country ski trails.

Specifications

MODEL	640 ER
ENGINE	
Location	Center mounted
No. of cylinders	2
Type of cooling	Fan
Bore	2.992" (76 mm)
Stroke	2.755" (70 mm)
Displacement	38.76 cu.in. (635.1 cc)
Compression ratio	9:1
Carb. Tillotson	HRM
Exhaust system	Std. muffler
Starting	Electric
CHASSIS	
Frame material	Steel
Cab material	Fiberglass
Overall length	113½" (288.29 cm)
Overall width	35" (88.90 cm)
Height w/o windshield	39¾" (100.96 cm)
Overall height	47¼" (120.01 cm)
Dry weight	620 lbs. (281.3 kg)
Bearing area (including ski)	2160 sq.in. (13,935.45 sq.cm)
Ground pressure	.287 lb/sq.in. (20.2 gr/sq.cm)
TRANSMISSION	
Type	Gear box coupled with an Instant Torque* drive and a cam action driven pulley
Chain (pitch)	¾" triple
Chain (tension)	Adjustable
SUSPENSION	
Type	Bogie
Shock absorber	On skis
Track material	Rubber reinforced with embedded steel rods
Track width	2 x 15" (38.1 cm)
ELECTRICAL SYSTEM	
Lighting system (output)	140 W
Ignition system	Magneto
Dimmer switch	Yes
Emergency cut-off switch	Yes
FUEL	
Tank capacity—Imp.	5 gals.
—U.S.	6.25 gals.
—Metric	22.73 liters
Gasoline	Regular
Gas/oil ratio	50/1
BRAKE	
Type	Disc—self-adjusting



world's no.1 selling snowmobile

*®Trade Marks of Bombardier Limited. 480316100

futura*

440\440E



A touch of Class!

“team up with”



moto·ski

● **Bombardier-Rotax 440cc Fan-cooled Engine**

Vibration-free, husky power plant.

● **Adjustable Cab Latches**

A touch of class and convenience.

● **Speedometer and Tachometer**

Excellent value Bombardier instruments.

● **Instant Torque Drive Pulley**

Maximum efficiency based upon selectivity of materials and dimensional tolerances.

● **Self-Adjusting Disc Brake**

Sure, smooth stopping power.

● **Plated Cylinders**

Strength and resistance to wear.

● **Adjustable Air Intake Horn**

Aids cooling and reduces carburetor noise.

● **Double-Wall, tuned Muffler**

Quieter ride with less heat radiation.

● **Separate Fuel Pump**

Cooler operation. Does not absorb heat radiated from engine.

● **Sandwich-type Combination Seat**

Superb comfort on the trail.

● **Torque Reaction* Slide Suspension**

Fully adjustable. All bearings can be greased.

● **Low-effort Steering Mechanism**

Ease of operation and great manoeuvrability.

● **One-Piece, Molded Rubber Track with Exclusive MOTO-SKI® V-shaped Profile**

Reinforced with resilient, embedded rods. 124 inches long. Unprecedented traction and stability.

● **Low-effort Throttle and Brake Levers with Lubricated Control Cables**

Ease of operation with moisture protection.

● **Low Noise and Excellent Cooling**

Overall engine-cabin configuration isolated from rider. Maximum use of foam rubber plus comprehensive air-ducting system.

● **Aluminum Chain Case with 3/8" inch Triple-Pitch Chain**

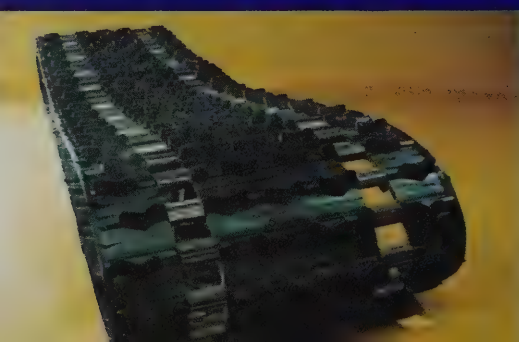
Features automatic, spring-activated tensioners for ease of maintenance and greater resistance to wear.

All-new, FUTURA* combines outstanding stability with superb riding comfort, highlighted by an exclusive, MOTO-SKI®-designed track.

It's a one-piece, molded rubber type, 124 inches long, with resilient, embedded rods, AND with a special tread pattern somewhat like an automobile snow tire, for longer life and greatly improved rolling efficiency.

Tight stability is supplied by numerous v-shaped wedges that throw off accumulated snow fast, and the track comes equipped with internal lugs which act as breakers, to prevent the build-up of snow between the suspension rails.

A club leader has to break trail and set the pace, so you'll need great traction as well as impressive hill-climbing capacity.



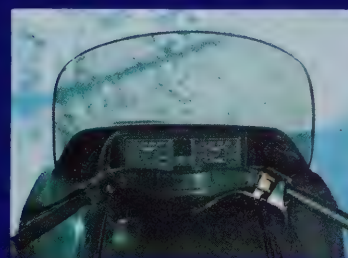


A powerful, 440cc, fan-cooled, Bombardier-Rotax engine is front-mounted, with electric-start as a worthwhile option. Performance is smooth, easy, and very quiet, with plated cylinders and extra porting for a faster fuel mix charge. An air silencer combined with an adjustable air intake horn aids cooling and reduces carburetor noise. There's also a tuned muffler with a double wall for less heat radiation and a quieter ride. The square shaft, Instant Torque clutch delivers better acceleration and response on downshifts. Inside the aluminum chain case, a $\frac{3}{8}$ inch, triple-pitch chain is featured, and constant chain tension is automatically set by the use of spring-activated tensioners.



Nothing is an add-on extra with FUTURA* for '76, since MOTO-SKI® is convinced that a quality package should offer, as a matter of course, things that are normally extra-cost options elsewhere.

There's a long-range fuel tank; a speedometer and tachometer are standard; and a high-profile, polycarbonate windshield helps protect you from winter's blast. Adjustable cab latches put the final touch of class on FUTURA* for 1976.



When it comes time for fun on the trail, LEAD with FUTURA.*

In the area of overall stability, FUTURA* shines, thanks to the unique Torque Reaction slide suspension. A mere squeeze on the throttle lever transmits absolutely EVEN distribution of weight along the entire length of the slide, which is equipped with a double-action shock absorber and full-length slider shoes. The trailing arms slide on the rails and compensate for track pull, while the internally mounted idler wheels support the runners to reduce wear. The trailing-arm springs, by the way, can easily be adjusted to suit conditions and your own riding style. There are shock absorbers on the skis with multiple-leaf springs, which smooth out the roughest trail, and the superb riding comfort is further enhanced by a sandwich-type foam rubber dual seat.

You owe yourself a quality snowmobile at least ONCE in your lifetime. Make it Futura* by MOTO-SKI®

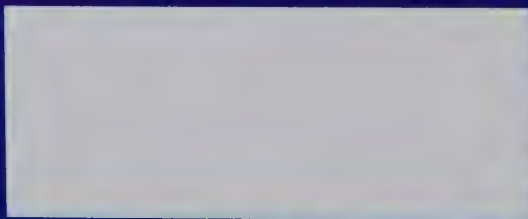


FUTURA* 1976 — SPECIFICATIONS

MODEL	440/440E
ENGINE	
Location	Front Mounted
No. of cylinders	2
Type of cooling	Fan
Bore	2.657" (67.5 mm)
Stroke	2.401" (61 mm)
Displacement	26.6 cu. in. (436.6 cc)
Compression ratio	12:1
Carburetor (Tillotson)	HD
Exhaust system	Tuned, double wall, isolated, high performance low noise
Starting	Manual/Electric
CHASSIS	
Frame material	Aluminum/steel frame
Cab material	Polycarbonate
Overall length	105¾" (268.6 cm)
Overall width	36¼" (92.1 cm)
Overall height	41" (104.1 cm)
Ski stance (center to center)	28" (71.2 cm)
Weight	425 lbs. (193 kg) 445 lbs. (202 kg)
Bearing area	1247 sq. in. (8045 sq. cm)
TRANSMISSION	
Type	Instant Torque* drive and cam action driven pulleys
SUSPENSION	
Type	Torque Reaction* slide suspension
Shock absorbers	On skis and suspension
Track material	Rubber track reinforced with embedded resilient rods
Track width	16½" (41.9 cm)
Track length	124" (314.3 cm)
ELECTRICAL SYSTEM	
Lighting system (output)	100 W
Ignition system	Magneto
FUEL	
Tank capacity — U.S.	7.2 gals.
— Imp.	6 gals.
— Metric	27.2 liters
Gasoline	Regular
Gas/oil ratio	50/1
BRAKE	
Type	Self-Adjusting Disc



 **Join a snowmobile club**



CERTIFIED



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moto·ski

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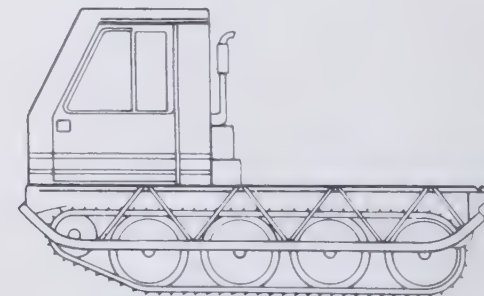
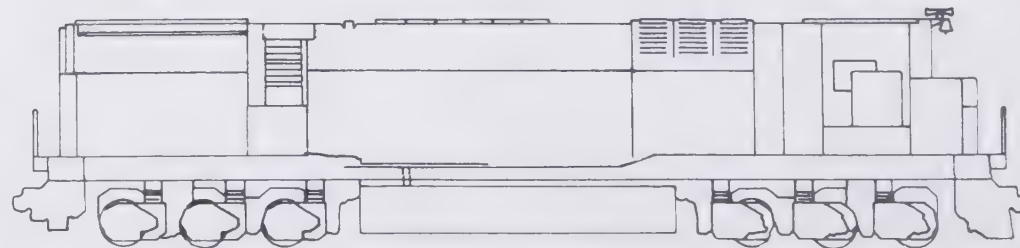
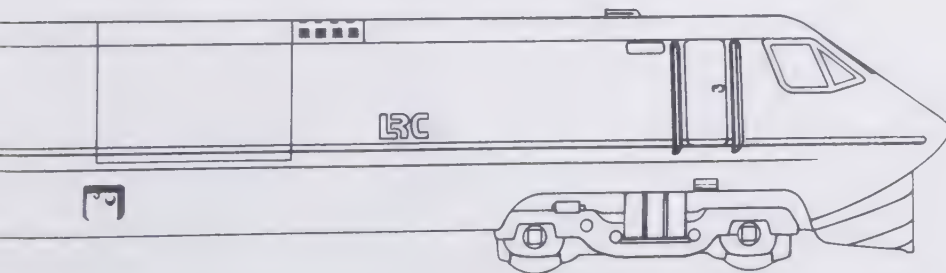
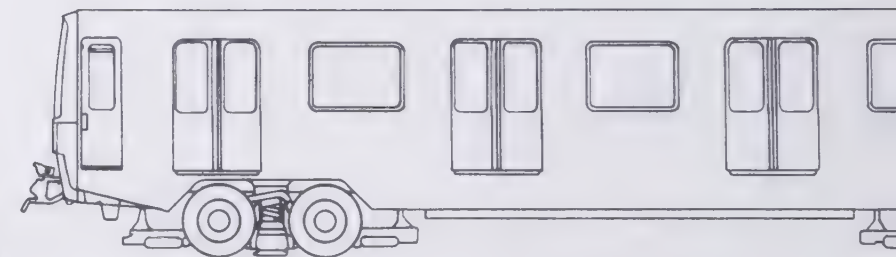
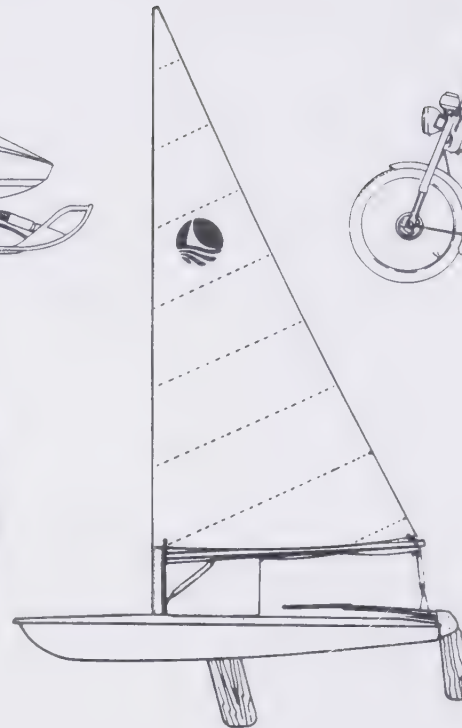
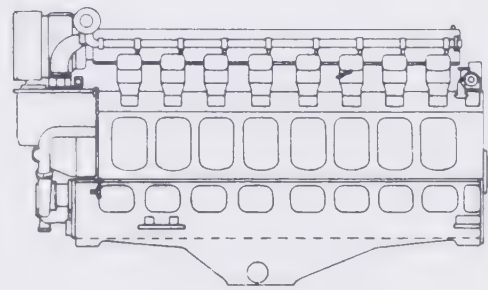
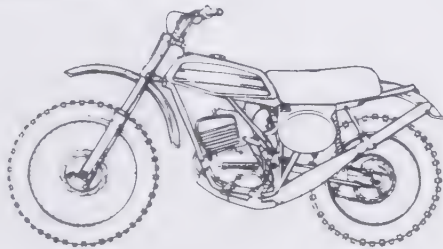
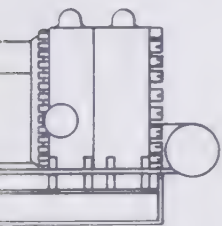
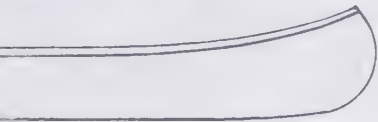
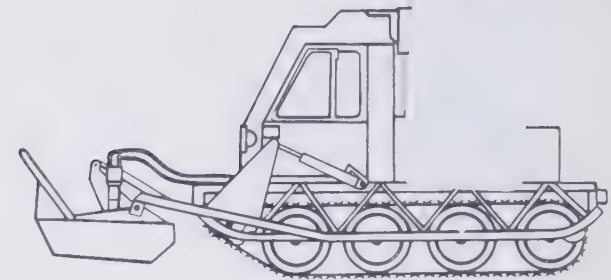
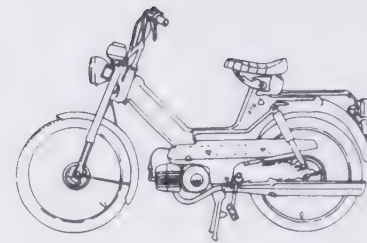
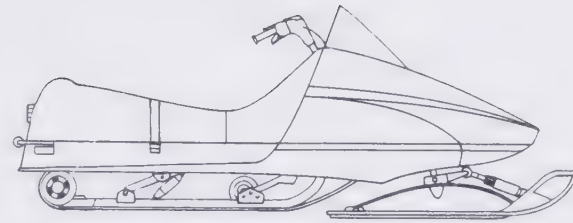
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THE BOMBARDIER - MLW GROUP

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THE BOMBARDIER-MLW GROUP

Direction: Future

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The Bombardier-MLW Group is a Canadian enterprise whose business is the development, manufacture and sale of transportation and recreational products worldwide.

This manufacturing group represents an integration of complementary resources: people, facilities, and technology, which stem from two companies: Bombardier Limited and MLW-Worthington Limited. Of different historical backgrounds, these companies have successfully evolved by adapting their products and services to changing customer needs.

Bombardier, founded in 1942, began as a manufacturer of off-road tracked vehicles, and became the world's largest manufacturer of snowmobiles in the 1960's, and in the 1970's diversified into other sports products such as motorcycles and sailboats. In 1974, Bombardier entered the urban transit industry with a contract to build rolling stock for the Montreal subway system.

MLW, established in 1902, was recognized as a major manufacturer of steam locomotives during its first 45 years of operation. In 1947, MLW became part of the diesel-electric age and has since grown to be one of the world's largest manufacturers in this field. Pioneering the heat transfer and urban transit industries in Canada are two other milestones in the development of MLW.

In January 1975, Les Entreprises de J. Armand Bombardier Ltée, the principal shareholder of Bombardier Limited, purchased majority interest in MLW-Worthington Limited, with the intention of amalgamating the capabilities of these companies. The successful completion of a share exchange offer made by MLW to shareholders of Bombardier Limited, resulted in financial consolidation of the two groups in early 1976. The result is a manufacturing complex whose combined resources are prepared for the demands and opportunities of the future.

The Bombardier-MLW Group is currently pursuing commitments to develop its present product lines to their full potential and, at the same time, is seeking new avenues which best utilize its integrated resources to broaden the scope of the Group for the future.

INTEGRATED RESOURCES: KEY TO THE FUTURE

Market Share and Marketing Capability

The Group's marketing personnel are active in every part of the globe. In-house marketing teams are backed by far-reaching networks of distributors, dealers, agents and licensees in more than 50 countries.

Recreational Products Markets

The overall market is in a growth pattern influenced, particularly in North America, by additional leisure time and increased disposable income. The Group's market research programs have successfully positioned new products in this market, and consumer trends are continually assessed in relation to the Group's product capabilities.

In snowmobiles, Bombardier-MLW dominates the world market. It is now penetrating the North American motorcycle market. Promotion of the enjoyment and safety of the sports of snowmobiling and motorcycling is a fundamental marketing commitment of the Group, and it has accepted its corporate responsibilities in cooperating with governments on legislation for higher standards of vehicle safety and noise levels.

Support programs for the 4,000 recreational product dealers, and consumer communications are coordinated to show that these products stand for quality and service no matter where a customer may be — from the Rocky Mountains to the northern reaches of Lapland.

Transportation Products Markets

Rail transport, the first mechanized mode of mass land transportation has begun a new stage of development the world over. Although this new trend is already established in Europe, rail passenger trains are in a resurgent period in North America. The use of rail for bulk commodities and general cargo shipments is becoming more effective and efficient due to rising costs of other transport modes caused by the high price of fuels. In the emerging third world countries, railways are providing the main national freight and passenger transportation links.

The Bombardier-MLW transportation marketing team has broad experience in rail transportation design and application of locomotives and coaches around the world. Due to

variations in customer needs, which are influenced by climate, terrain and operating conditions, innovative engineering and individualized sales and service programs are provided for every order. For instance, customer service of overseas contracts for locomotives usually involves on-site service for an average of two years after delivery, and liaison regarding operating procedures and spare parts lasts for the lifetime of each locomotive. New deliveries generally include training of customers' maintenance staff at the Montreal plant school.

Another aspect of rail transportation competence has been the ability of the Group to become established as a supplier of urban transit and light rail vehicles for markets in Europe and North America. In Austria, it manufactures one third of the light rail vehicles for large urban centres — a market it has served since the early 1900's. For North America, it has capabilities to design and manufacture any type of urban transit vehicle.

Other Markets

Although recreation and transportation are the broad fields of endeavour of the Group, there are many other markets in which it enjoys a substantial position.

Heat exchangers provide efficient means of conserving energy and in this age of fuel conservation, the demand for this type of product is increasing. Exchangers, such as manufactured by the Group, are used extensively in the oil refining, chemical and petrochemical industries, and in fossil and nuclear fueled power stations. The Group has achieved a significant position in this market as one of the few companies in North America that are entrusted with the design and fabrication of high quality units for exceptionally severe service.

Industrial all-terrain vehicles were originally built to replace horse-drawn equipment in the forestry industry. Present expanded markets include logging, construction, municipal works, and even ranching operations in locations the world over, encompassing the Arctic, Antarctic and the swamps and jungles of equatorial countries.

Recent marketing programs in the marine and stationary engine field in North America have resulted in new applications and increased demand. These power plants will soon be introduced to the overseas market.

In addition, a multiplicity of rubber, fiberglass and thermoplastic resin products and parts, and aerospace components, for a variety of industry and consumer needs have received a successful response from the marketplace.



THE BOMBARDIER-MLW GROUP MAJOR MARKETS

- Bombardier-MLW Recreational Products Markets
- Bombardier-MLW Transportation Products Markets
- Bombardier-MLW Other Products Markets:
(Heat transfer products, all-terrain vehicles, aerospace
components, marine and stationary engines, etc.)

INTEGRATED RESOURCES: KEY TO THE FUTURE

Innovative Engineering and Development

Systematic applied research and development capabilities have placed the Bombardier-MLW Group in the forefront of the recreational, transportation and heat transfer products industries in Canada.

Recreational Products Engineering

Over the past 40 years, recreational products research and development has grown from a small one room workshop, where the concept of a rubber tracked snow vehicle was conceived, to an integrated group of laboratories and testing centres in Canada and in Austria. Engineering teams are concerned with improving specific aspects of performance and design. Engines, chassis, transmissions, frames and hulls, tracks, wheels, suspension systems all undergo individual development programs. In the case of snowmobiles and motorcycles, these products are engineered from basic group systems. Then, new designs are rendered to full-scale working models. Original concepts in snowmobiles, motorcycles, sailboats and canoes have been the result.

Close liaison is maintained with the marketing and production teams, and each new idea entering the cycle from design to production is subjected to thorough assessment in terms of viability in the marketplace.





4

Within the development phase, performance testing forms an important activity, and the R&D facilities have incorporated a number of uniquely designed testing apparatus to assist in proving modifications and improvements. Engine durability and capacity can be examined under several variable conditions on a one-of-a-kind calibrated rig which simulates different horse power, torque, load, RPM, track tension and skid frame pressures. Because conformity to legislated noise levels is important, a semi-anechoic chamber has been built which has been used to successfully achieve conformity to these new standards.

The R&D facilities complete the readying of new products for production by field testing on their own tracks and by consumer testing programs, which provide valuable feedback on performance, design and marketability.

Professional racing in the North American and European circuits for motorcycles and snowmobiles also plays a part in product development. High performance, durability and handling are tested against the best the industry has to offer, and in recent years the Bombardier Can-Am motorcycles have out-performed the rest, particularly on the moto-cross circuit.



5

1. Concepts begun on paper are later realized in full scale working models.

2. The design engineering department at Gunsirichen, Austria.

3. Testing snowmobiles in the coldroom at Valcourt, Quebec.

4. Calibrated simulator for engine testing used in the recreational product development.

5. Can-Am motorcycle on roller dyno to determine exhaust emissions.

1. Interior design created for the Montreal Metro subway cars.



Transportation Products Engineering

The advanced technology employed in manufacturing the Group's transportation products is the result of expertise accumulated over 75 years of experience.

Contributions to new concepts in transportation products are made by several engineering teams concerned with engines, locomotive and coach design, urban transit vehicles, light rail vehicles, locomotive and subway car trucks, as well as many other facets. And in many instances, finished interior and exterior design, and trimming are created by experienced industrial designers in the recreational, industrial, fiberglass and seating divisions. The combination of these particular custom engineering design abilities and the Group's transportation manufacturing capabilities for locomotives and coaches are unequalled in Canada.

Several transportation firsts have resulted from the research and development programs by the rail transportation engineering teams. Some examples of significant breakthroughs are: the single engine 4,500 horsepower locomotive; the three axle high-adhesion locomotive truck, which provides added tractive effort resulting in up to 15% more revenue hauling capacity; and the two-axle ZWT (zero, weight, transfer) truck.

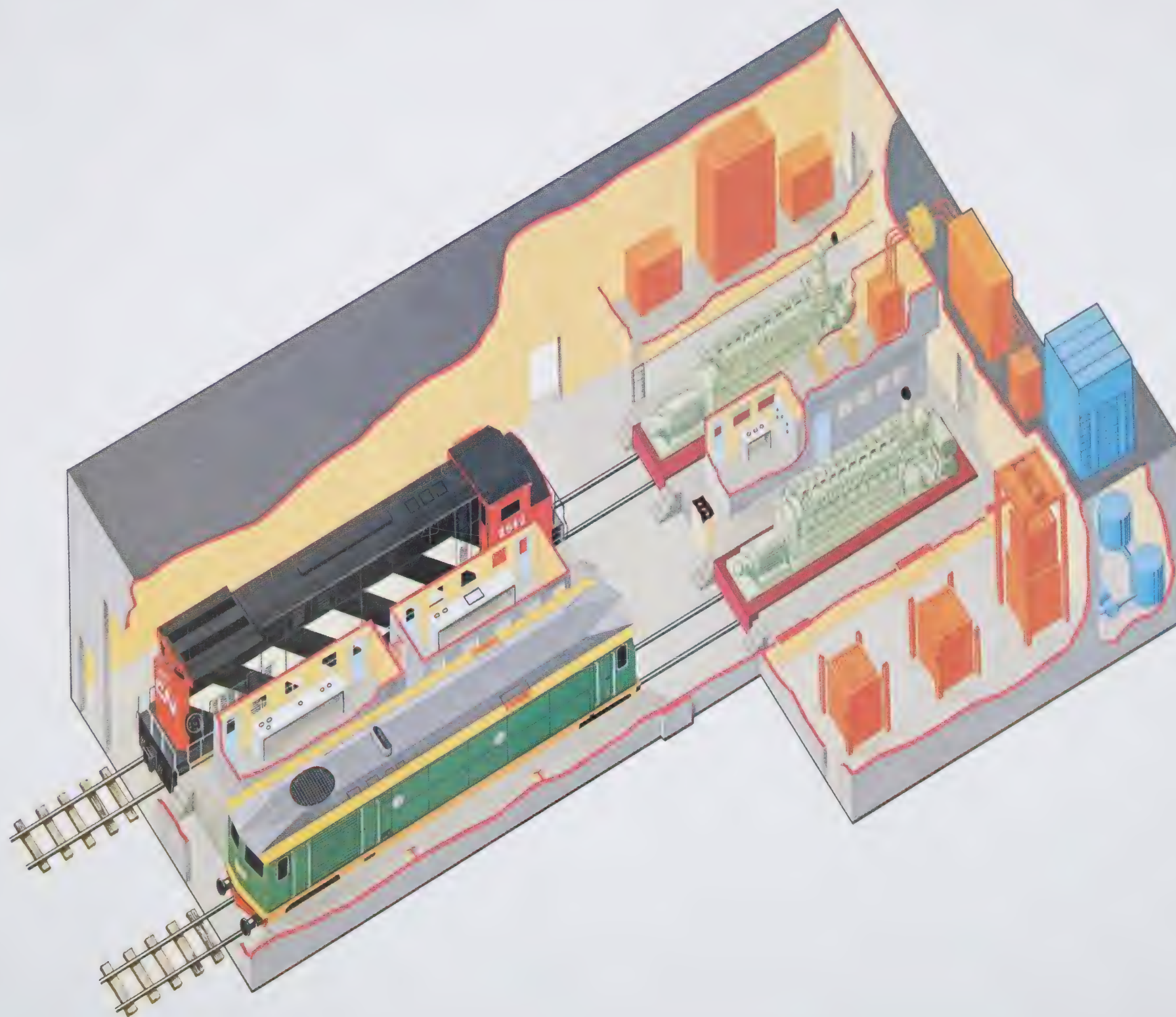
Canadian engineering design of urban rail transit vehicles was launched when MLW built the first Canadian constructed subway cars for the Toronto Transit Commission. The engineering concepts employed have set the standard for many of the recently manufactured subway cars for North American systems.

The LRC (light, rapid, and comfortable) train, perhaps the most important high speed inter-city passenger carrier recently developed in North America, was built by MLW

in conjunction with Alcan Canada Products Limited and Dofasco, and characterizes the breadth of advanced engineering scope possessed by the Group. Other new innovations are in progress and, because applied engineering development plays such an important role in the completion of these products, a new test centre is now under construction at the Montreal locomotive plant, which will be the focal point of improvement projects for locomotives, and marine and stationary engines (see opposite).

In Europe, the Austrian design group began applying their concepts in the early 1800's with the manufacture of horse-drawn coaches, and later produced the first motorcars sold in Austria and Hungary. Today, the same spirit of technical creativity is applied to articulated tramcars and cablecars for ski lifts.

The development of transit systems to respond to Canadian transportation problems is another sphere of activity. Presently, Bombardier-MLW is engaged in a research project to develop an intermediate transit system for Canadian cities. In order to carry out this project on behalf of the Transportation Development Agency of the Ministry of Transport, a consortium of international companies, under the direction of Bombardier-MLW, was created to encourage and promote the transfer of technology. A project group based in Montreal and comprised of experts from the companies, specialized in the different disciplines of the technology, is presently working to develop this concept definition. Advanced technology is being applied and the resulting system will be tailored to suit specific urban travel needs.



This new test centre will permit increased locomotive and power generating set testing and development capability. The centre will simultaneously accommodate two locomotives and two diesel electric generating sets up to 4,500 horsepower of 2.5 MW capacity each. The centre's highly sophisticated instrumentation can be used in either basic research, application research, and/or production testing, with provision for testing of engines of higher power in the future.



1. Much of the development of tracked vehicles takes place by modifying existing models. This vehicle is being adapted for a special use in the forestry industry.

Engineering Innovations in Other Fields

Development is also an integral part of the life of many other product lines in the Group. For example, the Alco/MLW locomotive engine has been adapted through new technology to many applications such as stand-by power for generating plants, and marine propulsion.

The main thrust of the heat transfer research and development activities is in the area of thermo-dynamics, fluid flow — both single and mixed phase — and the physical characteristics of the heat transfer equipment required by the process and power industries. This division was an early member of Heat Transfer Research Inc., an industry sponsored research cooperative engaged in full scale heat transfer and fluid flow research. The resulting technology is assisting in the optimization of designs through computer rating techniques, which result in more efficient products built at a lower cost through savings of materials and reduction of labour. An important part of in-plant heat transfer research has been the development of the most advanced welding techniques in the industry.

Conceptualizing new versions and applications of the versatile one and two cylinder engine occupies ten percent of the workforce at the Bombardier-MLW, Guns kirchen, Austria plant. Noise and pollution controls, as well as high performance capacities are under improvement, and an average of two new engine types for a variety of uses are launched each year.

Research and development of on and off-road industrial vehicles is basically related to adapting the tracked carrier concept to specific needs requested by end-users. In many cases, one basic model will serve as the foundation to which many modifications are applied — one such unique vehicle has been produced with amphibious capabilities to traverse the boggy ground and several rivers which surround the James Bay Hydro Electric project. Some of the readily available options which have been conceived by this group to increase the versatility of these rugged machines are different types of tracks and tires, winches, special cabs and dump-bodies; but custom design and building of limited editions of vehicles or attachments is also a fundamental activity.

Studies of elastomers and related chemicals, new techniques for processing polyurethane from bulk to finished products, and the development of reinforced plastic, anti-corrosive and fire-retardant fiberglass parts are underway in other laboratories and test centers.

INTEGRATED RESOURCES: KEY TO THE FUTURE

Manufacturing Facilities

There is a combined total of more than 3.5 million square feet (325,000 square meters) of manufacturing and warehousing space within the Bombardier-MLW Group at locations in Canada, the United States, and in Austria. Productivity is streamlined and improved by advanced numerical control equipment in most plants. Distribution, marketing, material and product inventory records, finance and production functions benefit from detailed computer programs.

Recreational Products Capacity

Recreational products manufacturing is centered in Valcourt, Quebec, and is supported by facilities in several subsidiaries in the Province of Quebec, and in Austria. Bombardier-MLW is one of the few manufacturers of snowmobiles and motorcycles which completes almost all phases of production from raw materials to the finished product from within its own organization. The Group is also the world's leading fabricator of snowmobile tracks. These facilities have the capacity to produce 225,000 motorized units per annum.

As the first producer of commercial snowmobiles in the world, this group was required to innovate new techniques and equipment to initiate mass production, and has contributed several production modifications to the snowmobile industry.

The introduction of the Can-Am motorcycle line presented new challenges, and has also resulted in several new production techniques. Motorcycle assembly is scheduled to complement seasonal snowmobile demand.

Engines for snowmobiles and motorcycles are manufactured at a modern plant in Gunskirchen, Austria. More than 700 employees here make most of the vital parts for the two cycle engine. 1,400 machine tools, many for the specific requirements of engine components, are designed and built in this plant, and the majority of tooling emanates from the plant tool shop.

Molding of complete hulls for sailboats and canoes, and assembly of rigging and accessory parts take place at the Group's subsidiary plants, as well as the fabrication of clothing to complement the sports of snowmobiling, sailing and motorcycling.



1. The world's largest snowmobile plant, at Valcourt, Quebec.

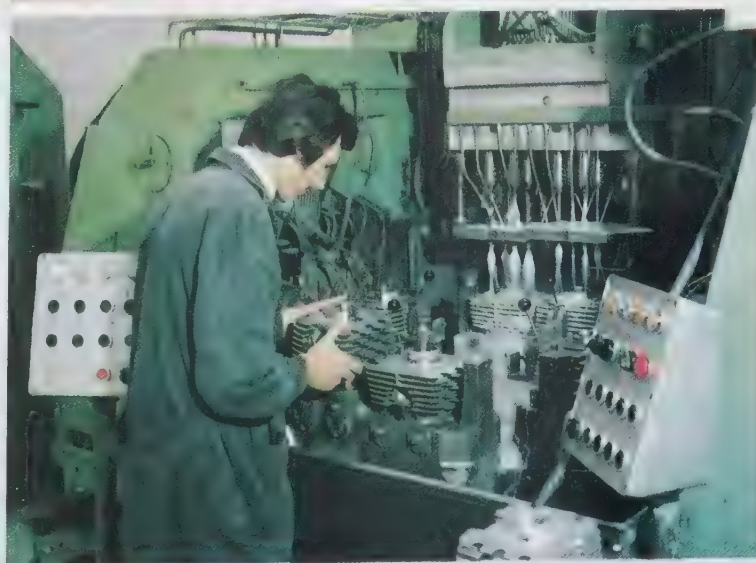
2. Inside the snowmobile production facilities.

3. Can-Am motorcycles in production.



1. The Bombardier-Rotax, Günskirchen, engine works.

2. Rotary cycle machining center built by Bombardier-Rotax for simultaneous milling, drilling and tapping aluminium and cast-iron cylinders for two-cycle engines.



3. Tramcars manufactured at the Vienna plant receive final inspection before delivery.

Transportation Products Capacity

Manufacturing and testing of locomotives and diesel engines are carried out on a 42 acre (17 hectare) site located in Montreal. From this plant, there is direct access to rail lines and to year round dock-side shipping facilities assuring links to all worldwide markets. Besides manufacturing, complete rebuilding of diesel engines, components and crankshafts can be handled. The largest capital expenditure in post war history of this plant is now being invested.

An equipment inventory includes metal-forming heavy equipment, medium to heavy range machine tools and materials handling capacities up to 200 tons (180 metric tons). The addition of a double acting planer has speeded accurate machining of large diesel engine blocks.

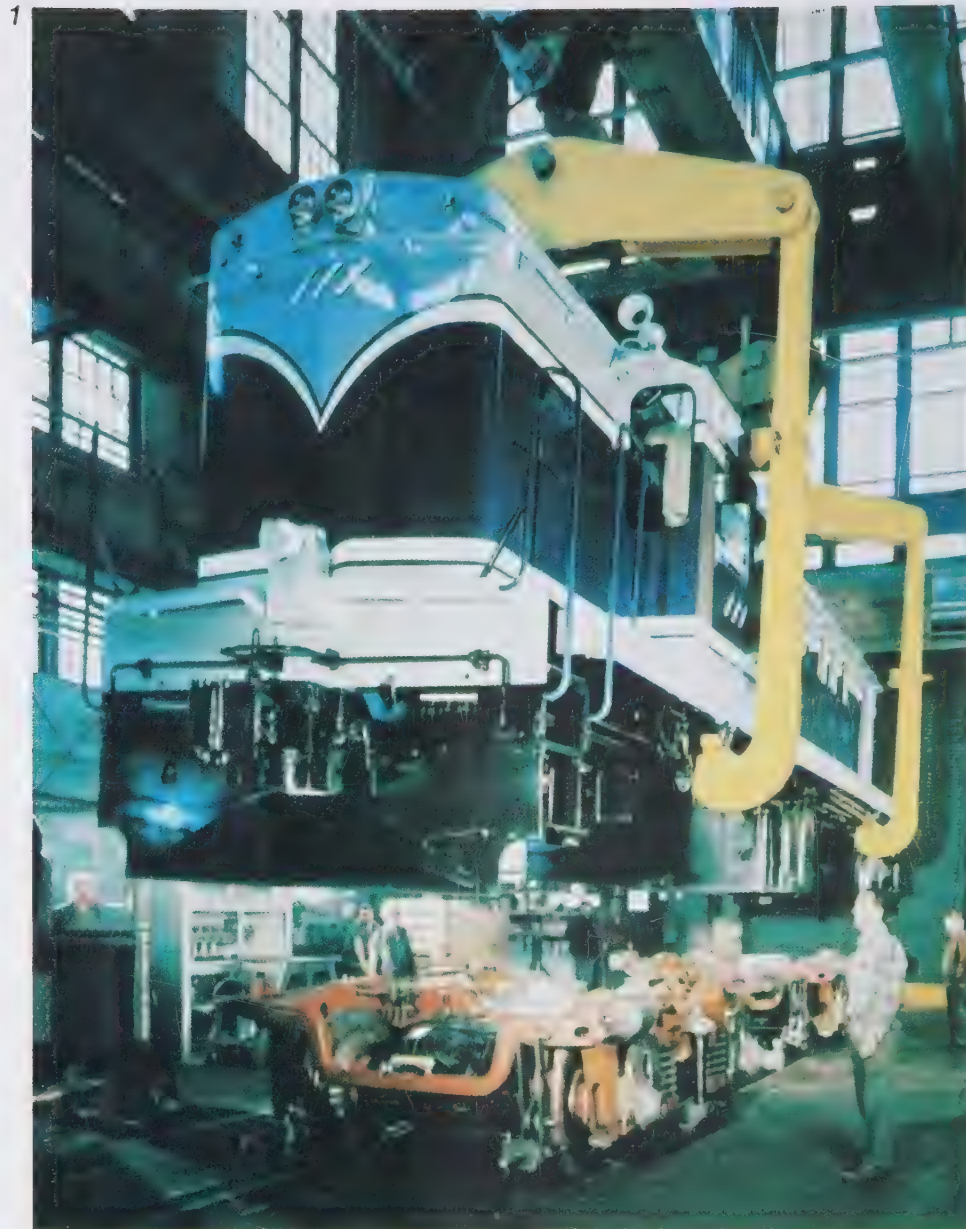
An extension of locomotive and engine manufacturing capabilities has been made possible through agreements with companies in Australia, Spain, India and Brazil.



Manufacturing and assembly facilities for rapid transit cars and railway coaches are located at La Pocatière, Quebec. This modern plant has been recently enlarged and retooled to deal with growing demands for transit products. Several new equipment installations make this facility one of the most advanced of its type in North America. An adjoining electrified test track is now being added.

Trucks are being fabricated at Valcourt, Quebec, where one of the plant buildings has been doubled in size and new tooling has added more manufacturing scope. Large capacity planing machines, x-ray apparatus, a stress relief oven, steel grit blasting systems and numerical control machinery are among the expanded facilities.

In Vienna, the works which produce light rail vehicles for Austrian cities, is by far the oldest manufacturing complex within the Group. In this plant, established in 1823, old world craftsmanship is a long standing tradition.



1. "Wheeling" a locomotive at the locomotive plant.
2. Several engine blocks can be machined automatically at the same time at the locomotive plant.
3. Completed subway trucks ready for assembly with cars.
4. Installing the electrical system of a subway car.



Other facilities

In Montreal, over 120,000 square feet (11,000 square meters) is assigned for heat transfer products. Specialized equipment such as deep hole drills and unique in-house developed tube welding equipment supplements a wide range of conventional facilities. Current expansion includes a new and enlarged clean shop for nuclear work and major machine tool additions. Quality control and testing facilities adequate for the demands of the nuclear industry in Canada and in the United States are an important part of the manufacturing program.

Within the industrial all-terrain vehicle facilities, approximately 15,000 different parts are manufactured and 9,000 dies and jigs have been made for the production of these parts. The most modern equipment in the plant is found in the machining centre where new numerical control equipment has been responsible for a reduction of parts machining time up to 75%, in some cases. Once the castings are placed on these machines, all the operations are carried out automatically. Other equipment such as 400 ton (360 metric ton) capacity presses, and automatic lathes enable more accurate work. In assembly, welding is particularly important on vehicles like the water-tight Muskeg frames which are 100% welded. Quality control begins with inspection of individual components, and culminates in outdoor track testing of every vehicle before delivery.

Approximately one fifth of the total plant facilities of the Bombardier-MLW Group is focused on the varied activities of several wholly owned manufacturing subsidiaries, located in the Province of Quebec. About 50% of the production of these operations is made up of component parts and products related to the recreational and transportation fields pursued by the other members of the Group.

1. Completing the interior coil ducts of heat exchanger.
2. Fabrication of a nuclear reactor segment.
3. Production of sheet rubber.



2

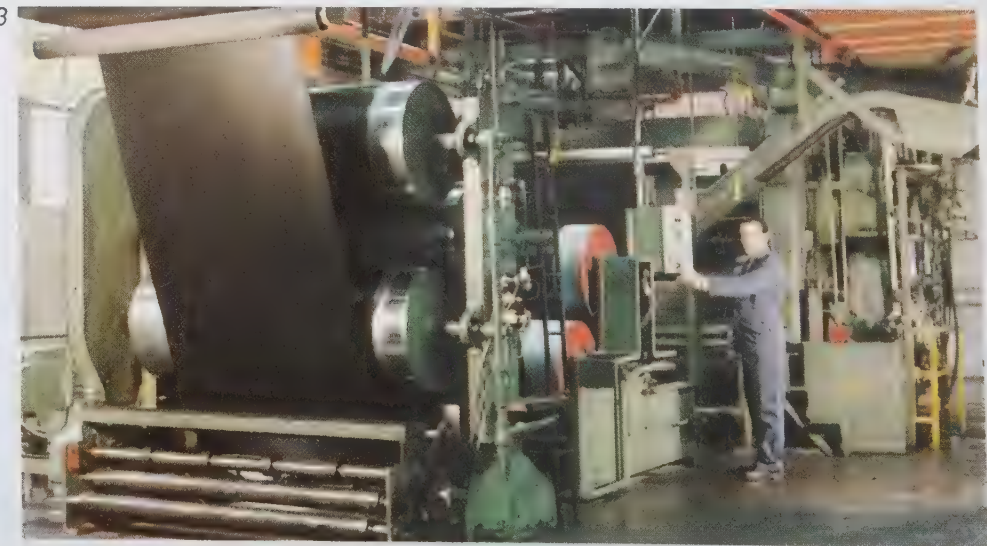


One subsidiary processes polycarbonate by injection and forms parts from nylon, polyester, polyurethane, ABS and other resins up to 15 lbs (6.8 kilograms) in weight. Among the many parts it manufactures, it has the capacity to produce one snowmobile cab every three minutes.

Another plant specializes in both conversion of rubber from raw materials and the fabrication of molded rubber parts in a large variety for various industries, by injection and compression. 30 million tons (27 megatons) of rubber can be processed here annually.

Upholstered seating facilities are equipped to manufacture any type of urethane foam part in flexible, rigid or decorative forms, in a highly functional plant using the latest electronic die seal equipment and precision woodenform die cutting presses. The fiberglass and plastics manufacturing plants are capable of a wide diversification of production — and all equipment is ASTM standard quality.

3



INTEGRATED RESOURCES: KEY TO THE FUTURE

People

Approximately 7,000 people are employed in the worldwide Bombardier-MLW Group, and in Canada they form one of the larger work forces in the country.

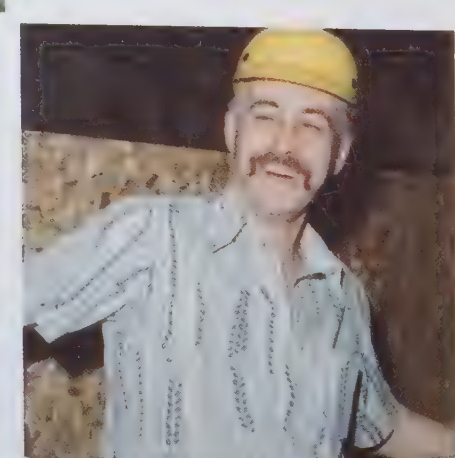
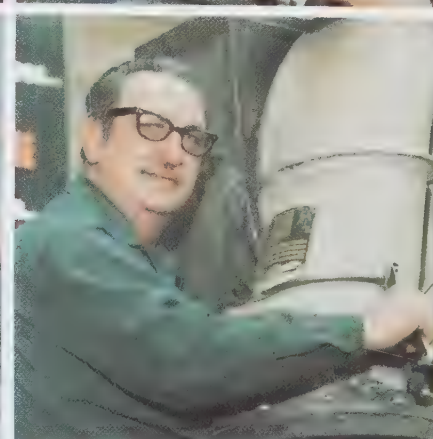
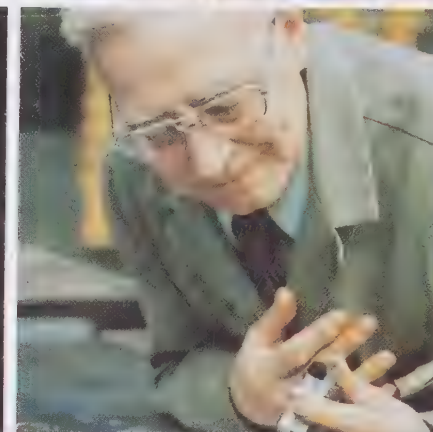
Pursuant to the objectives of the Group to recruit and sponsor qualified people from within the complex whenever possible, educational programs for many skills from welding to dealership management and servicing of products are provided.

The majority of skilled computer personnel involved in data processing are schooled from in-house courses which are video-taped for circulation to all divisions. Courses in computerized inventory control, project planning, and systems analysis are resulting in a better understanding of the scope of the computer solution in the context of each area of production.

One of the more ambitious programs has been the retraining of workers in one complete plant to work on the manufacture and assembly of urban transit vehicles.

Employees at several plants learn both basic and specialized welding techniques at schools on location. In Canada, these technical programs are being expanded and government participation is being sought so that official certification can be granted on completion. Service personnel in all sectors also receive thorough training in product maintenance. In Europe, a program of apprenticeship in several technical disciplines is carried out.

At present, more than 40% of the employees engaged in the manufacture of transportation, power plant, and heat transfer products have accredited technical skills in the fields of engineering, welding, tool making, industrial and systems analysis and design.



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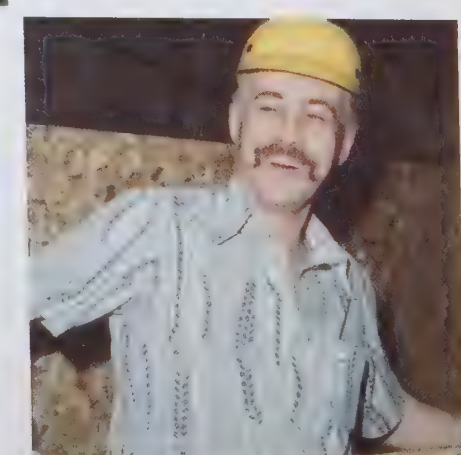
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PRODUCTS TODAY

The Bombardier-MLW products are diverse. New products enter the phase from design to production each year. Here are some that have already reached the marketplace.

1. The Moto-Ski snowmobile in action.
2. The Invitation sailboat provides pleasure for all classes of sailors.

Recreational Products

The Bombardier-MLW Group offers the leisure time consumer a stimulating range of sports products. Since 1959, when the first recreational snowmobile was marketed, this vehicle has been developed to meet a variety of consumer needs. Two distinct model ranges — the Ski-Doo and the Moto-Ski lines — offer choices from luxury high performance machines to light weight economy styles. Many different Rotax engines from a 250cc single cylinder to the rotary valve twin cylinder versions are available. Design, ease of handling and comfortable slide suspension systems are some of the points which have drawn industry acclaim of these vehicles.

Bombardier's Can-Am series of motorcycles also employ the Rotax engine in 125cc, 175cc, and 250cc choices with features such as rotary valve induction combined with electronic ignition, and dog-engaged 5 speed and 6 speed transmission. Can-Am is the most powerful cycle in its class, and is designed for on and off-road and competition purposes.

In agreement with Steyr-Daimler-Puch of Graz, Austria, the Group is a distributor and licensee for the 89 lb (40 kilogram) Bombardier Puch moped in Canada. This small motorized cycle is gaining popularity as an economical mode of travel for town and country.

For water sports enthusiasts, there is the 15'7" (4.7 meters) Invitation sailboat, and its more compact version, the Bombardier 3.8. Simple to operate, with full rigging adjustment from the cock pit, these boats are ideal for the amateur and challenging for the experienced sailor. The Bombardier 15 foot (4.5 meters) canoe has a 800 lb (360 kilogram) capacity, yet weighs only 67 lbs (30 kilograms). These marine products are molded from high quality fiberglass.

1



2





1



2

Clothing has been designed complementary to Bombardier-MLW recreational products for professional class or leisure participation in snowmobiling, motorcycling and sailing. Distinctively colour coordinated and rugged, this apparel has been tested in the field by competition teams, and comprises boots, helmets, and complete snowmobile and motorcycle suits. Of the many sporting accessories offered by the Group are vehicle covers, face masks, and utility bags.

- 1. The Puch moped is a low cost way to travel almost anywhere.
- 2. Can-Am goes through its competition paces.
- 3. Some of the distinctive snowmobile suits manufactured by the Group.
- 4. The 1977 Ski-Doo range of snowmobiles ready for winter enjoyment.



4



3



1. The LRC (light, rapid, comfortable) high-speed train in a test run.

2. The powerful 2000 HP M420 locomotive using the zero weight transfer (ZWT) truck.



Transportation and Power Plant Products

A standard line of diesel-electric locomotives has been conceived to meet different customer needs. Today, the Group builds locomotives that vary in power from 1,000 to 4,500 horsepower. The domestic M-line of diesel-electric locomotives has a high degree of interchangeability of components, and choice of suspension systems. In 1971, the export MX line was introduced for railways with track stress limitations and varying gauges. A new addition to the locomotive line is the M420, which incorporates advanced operating and safety features.

Soon to enter revenue service is the LRC (light, rapid, and comfortable) train, one of the most imaginative passenger rail transport concepts anywhere in the world. The LRC combines reliable low cost, diesel-electric motive power and light weight aluminium construction, an electronically controlled hydraulic banking system in the coaches for safety and comfort, and the ability to travel at speeds up to 130 miles (210 kilometers) per hour over existing track.

Another line of mass transit products includes subway cars. At present, 423 units are being constructed for the Montreal Metro system. Modifications and improvements to the existing designs have resulted in a much safer vehicle. A new contract to build self-propelled electric multiple units for commuter service to the South Chicago area has recently been signed.

The light rail vehicles (LRV's) produced for the Austrian market include the Düwag line of fully steel constructed tramcars. Other types of two, four and six and eight axle tramcars, and cablecars are also manufactured.

The Alco/MLW Model 251 turbocharged 4 cycle diesel engine is manufactured in Canada under license from Alco Engines Division, White Industrial Power Inc. Used in



locomotives, it is also an established power package in the fields of electric power generation and marine propulsion. Built in 5 sizes and 20 ratings, its principal features are a rugged frame and simplicity of servicing. These engines will be installed in the new Canadian ice breakers to be launched in 1978. They also form the largest concentration of diesel-electric power in Canada — as a generating installation to provide electricity for the James Bay project in northern Quebec.

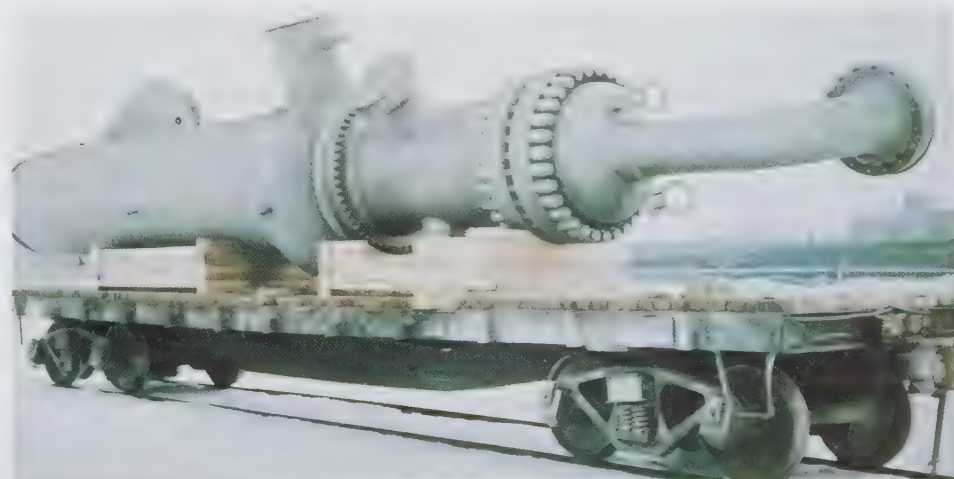


And Many More Products

The total products and component parts manufactured by the Group number in thousands — some custom designed, and others produced in vast volumes. Here is a brief sampling from this broad spectrum.

HEAT TRANSFER PRODUCTS:

These engineering intensive products are at the centre of all major process and power industries. Heat exchangers produced by the Group accommodate several needs in the form of waste heat boilers, feed-water heaters, condensers and a numerous variety of coolers and heaters. The Group possesses design competence and manufacturing capabilities in working with a wide range of alloys, temperatures, and pressures and was the first group outside the United States to be authorized by the American Society of Mechanical Engineers to apply its "N" stamp, a prerequisite to effective marketing of nuclear heat transfer equipment in the United States.



1. This locomotive has a specially designed truck to meet rail conditions in the East African community.

2. An eight axle tramcar in service in Vienna.

3. An icebreaker propulsion engine during full load factory testing.

4. A waste heat boiler designed for a western Canadian ammonia plant built by the Heat Transfer Division.



1. This B-15 logger operating in Dismal Swamp, North Carolina, can skid a load of sixty trees.

2. A group of Skidozer vehicles returning from a slope grooming job at the top of Mount Seymour Ski Area, B.C.

3. Seating manufactured by the Bombardier-MLW fiberglass facilities, installed at the Velodrome site of the 1976 Montreal Olympic Games.

ALL-TERRAIN VEHICLES:

Low pressure soft-track vehicles used for work in swamps, snow and steep inclines and are found in conditions no other vehicle can traverse. Ten basic types or sizes of these vehicles are manufactured, many offering a large range of optional equipment. This line includes: the SW sidewalk snow removal equipment; the Skidozer, for hill grooming in ski areas and snowmobile trails; the Muskeg series of carriers, tractors and brushcutters for the logging and construction industries; the 12 passenger snowmobile; the compact multi-use Bombi; and the B-15 family of machines which adapt as grapple skidders, forwarders, cranes, drills, pole setters and derricks. These heavy duty vehicles are characterized by their ability to cross difficult terrain while exerting less ground pressure per square inch than half that of a man.

THE ROTAX ENGINES:

This is one of the most powerful and versatile two-cycle engines available. More than 60% of these engines in the 250cc to 640cc category are allocated to snowmobiles and motorcycles. In many parts of the world, these engines are used for self-propelled agricultural machines, construction machinery, pumps and sprayers, electric generating sets and compressors.

FIBERGLASS PRODUCTS:

Snowmobile cabs and motorcycle parts, molded hulls for sailboats and canoes are only some of the fiberglass products manufactured by the Group. New ventures include the fabrication of 82,000 seats for the Montreal Olympic Games event sites and ventilation ducts for the stadium.

2



AEROSPACE PRODUCTS:

Components for both military and commercial airplanes are manufactured by the Group. Shuttle assembly systems for aircraft carriers, overhaul of landing gear and catapult systems for pilot ejection are a cross-section of some of these products and services.

UPHOLSTERED SEATING:

A variety of seating for industrial vehicles and machinery is manufactured from custom molded polyurethane foam in fire-retardant cold cured high resiliency flexible forms and semi-rigid or rigid pieces. Industrial versions are found in buses, trucks, and machinery cabs.

FUTURE ORIENTATION

3



PLASTIC PRODUCTS:

The Group is also one of North America's largest processors of polycarbonate resins and creates plastic parts through injection molding for the snowmobile, motorcycle, automotive, household appliance and sporting equipment markets.

RUBBER PRODUCTS:

Rubber is transformed from raw material by injection and compression into different components — snowmobile and motorcycle parts, seals, rollers, sprockets, belts, sheet rubber parts for the automotive industry and others are produced. A patented cold process tire retreading method — the Runyband system — is exclusive to the Group.

The Bombardier-MLW Group is focusing its attention on basic goals which will assure the endurance of this newly formed complex through increasingly rapid world transitions. As old methods fall by the wayside, new ones take their place. New ideas. New materials. New needs.

The first goal of the Group is to maintain its resources in a state of flexibility and readily adaptable to accepting future challenges. The Group's products are constantly measured, modified and improved as lifestyles and industrial processes shift emphasis.

Secondly, it is an objective that maximum utilization of every working part of the Group be achieved. It is the belief of the management that adaptability of resources and maximum productivity will lead to the successful development of new profitable ventures.

The future of the Bombardier-MLW Group has begun with these goals; worldwide marketing and manufacturing capabilities; fine products; and most important — people who are interested in future progress.

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*The name of the company will be changed from MLW-Worthington Limited to Bombardier-MLW Ltd. during 1976.

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*Le nom de la compagnie sera changé de
MLW-Worthington Limitée à Bombardier-MLW Ltée
au cours de 1976.



En amalgamant les ressources de Bombardier Limitée et de MLW-Worthington Limitée, Les Entreprises de J. Armand Bombardier Ltée avait comme principal objectif de former un complexe industriel canadien en mesure de répondre aux besoins et aux défis d'aujourd'hui et de demain.

Ce complexe existe maintenant et les ressources considérables des deux entreprises qui le forment, ont été regroupées.

Bombardier-MLW a maintenant comme principaux objectifs de développer au maximum le potentiel de ses produits et d'explorer toutes les possibilités qui s'offrent à lui. Et elles A ces fins, la Direction entend mettre en oeuvre des moyens qui lui permettront de croître dans un monde constamment en évolution. Et ces moyens, ce sont des ressources flexibles, des politiques dynamiques de mise en marché et des produits de qualité.

Pour ce faire, on aura recours à de nouvelles méthodes, de nouvelles idées et de nouveaux matériaux.

C'est en travaillant à la réalisation de ces objectifs et fort de l'appui d'employés qui croient au progrès que Bombardier-MLW bâtit maintenant pour demain.



3

LES PRODUITS AÉRONAUTIQUES

Bombardier-MLW manufacture des pièces pour avions militaires et commerciaux dont des systèmes de navette pour porte-avions et des systèmes d'éjection. De plus, le complexe remet à neuf des trains d'atterrissage.

LES SIÈGES

Enfin, Bombardier-MLW fabrique une gamme de sièges pour l'industrie, dont des sièges d'autobus et de camions, faits de caoutchouc mousse ignifuge, flexible, rigide ou semi-rigide.

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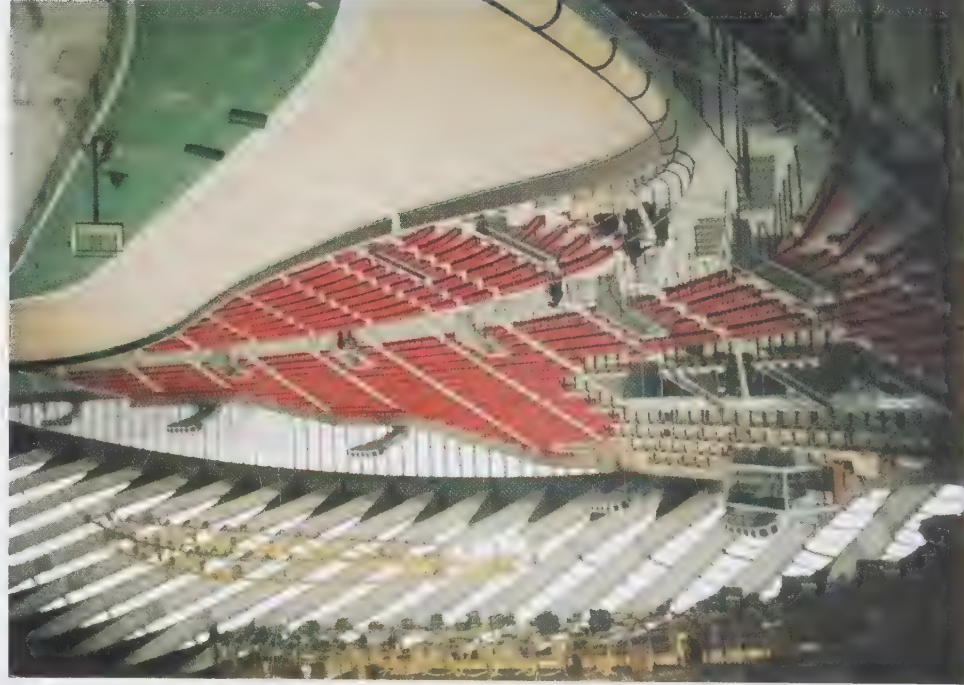
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En amalgamant les ressources de Bombardier Limitée et de MLW-Worthington Limitée, Les Entreprises de J. Armand Bombardier Ltée avait comme principal objectif de former un complexe industriel canadien en mesure de répondre aux besoins et aux défis d'aujourd'hui et de demain.

Ce complexe existe maintenant et les ressources considérables des deux entreprises qui le forment, ont été regroupées.

Bombardier-MLW a maintenant comme principaux objectifs de développer au maximum le potentiel de ses produits et d'explorer toutes les possibilités qui s'offrent à lui. Et elles sont nombreuses.

A ces fins, la Direction entend mettre en oeuvre des moyens qui lui permettront de croître dans un monde constamment en évolution. Et ces moyens, ce sont des ressources flexibles, des politiques dynamiques de mise en marché et des produits de qualité.

Pour ce faire, on aura recours à de nouvelles méthodes, de nouvelles idées et de nouveaux matériaux.

C'est en travaillant à la réalisation de ces objectifs et fort de l'appui d'employés qui croient au progrès que

Bombardier-MLW bâtit maintenant pour demain.



3

LES PRODUITS AÉRONAUTIQUES

Bombardier-MLW manufacture des pièces pour avions militaires et commerciaux dont des systèmes de navette pour porte-avions et des systèmes d'éjection. De plus, le complexe remet à neuf des trains d'atterrissage.

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1. Le transporteur B-15 au travail dans des marécages de la Caroline du Nord. Ce véhicule chenillé fabriqué par Bombardier-MLW peut transporter soixante arbres à la fois.

2. Les surtracteurs Skidozer pour l'entretien des pistes de ski. Cette photo fut prise au sommet du Mont Seymour, en Colombie-Britannique.

3. Les sièges du stade olympique de Montréal. Ceux-ci furent fabriqués et installés par une des filiales de Bombardier-MLW qui se spécialise dans la fabrication de produits en fibre de verre.

LES VÉHICULES TOUT TERRAIN
Bombardier-MLW fabrique dix modèles de véhicules tout terrain à chenilles de faible pression au sol conçus pour la neige, les marécages et les endroits d'accès difficile, bref pour là où aucun autre type de véhicule ne peut circuler. L'éventail comprend la série des chasse-neige SW pour le déneigement des trottoirs; la série des tracteurs Muskeg pour les travaux en forêt et sur les chantiers de construction — ces tracteurs peuvent aussi être utilisés comme débardeurs ou débroussailluses; les surtracteurs Skidozer pour l'entretien des pistes de ski et des sentiers de motoneiges; les B-15, véhicules chenillés qui servent aussi de grues, de perceuses, de foreuses et de dépanneuses en terrains marécageux; et le Bombi, un petit véhicule chenillé tout usage. La caractéristique principale de ces véhicules est de circuler sur tous les types de terrains en n'exerçant qu'une très faible pression au sol.

LE MOTEUR ROTAX
Le moteur Rotax est un des plus puissants moteurs à deux temps dont les utilisations sont parmi les plus variées. Environ 60% de ceux de 250cc à 460cc sont destinés aux motoneiges et aux motocyclettes. La balance de la production est utilisée pour actionner des machines agricoles, des équipements de construction, des pompes, des dispositifs d'arrosage, des groupes électrogènes et les petits bateaux qui circulent sur les rizières.

LES PRODUITS DE FIBRE DE VERRE
Capots de motoneiges, châssis de motocyclettes, coques moulées pour voiliers et canots ne sont que quelques-uns des produits de fibre de verre usinés en série par Bombardier-MLW. De plus, l'entreprise fabrique divers produits sur commande. Elle a récemment fabriqué, entre autres, les 82,000 sièges pour le stade olympique ainsi que les gaines de ventilation.



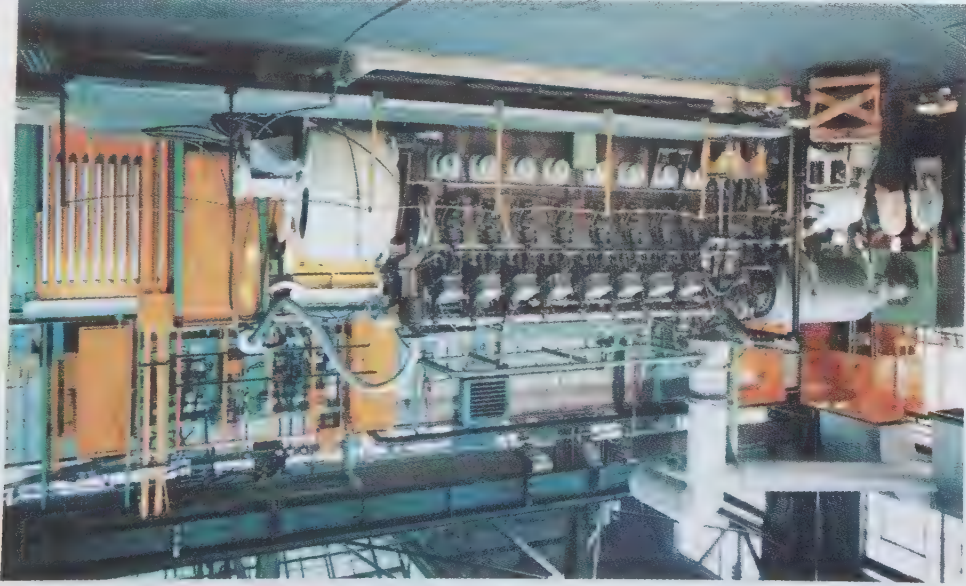
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LES PRODUITS DE PLASTIQUE
Bombardier-MLW est une des plus importantes entreprises de transformation de résines de polycarbonate en Amérique du Nord avec lesquelles le complexe fabrique des pièces de plastique par injection pour l'industrie de l'automobile, des appareils ménagers et des accessoires de sport.

LES PRODUITS DE CAOUTCHOUC
Bombardier-MLW usine des centaines de pièces de caoutchouc selon les procédés d'injection et de compression, dont des pièces de motoneiges et de motocyclettes, des dispositifs d'étanchéité, des rouleaux, des pignons, des courroies et des produits de caoutchouc pour l'industrie de l'automobile. Bombardier-MLW détient aussi un brevet pour le procédé Runyband, une méthode de rechapage des pneus.

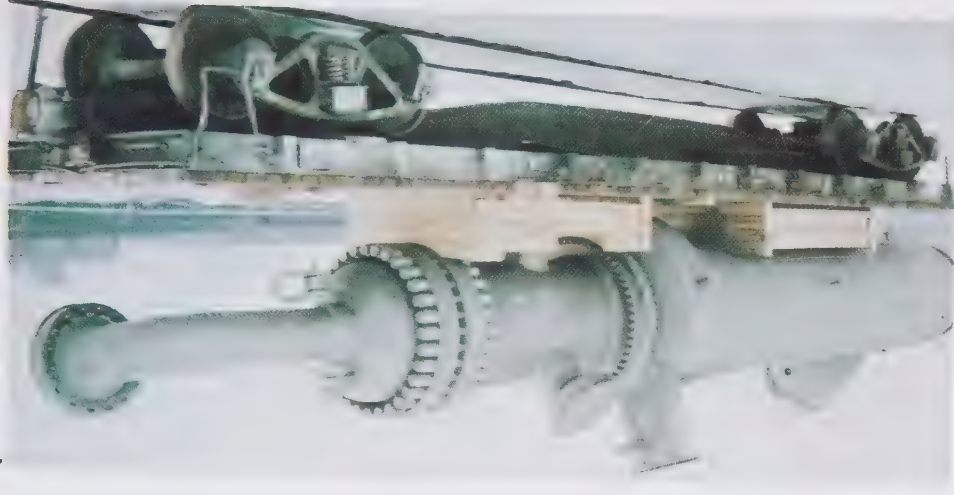


et les navires. Disponible en cinq grandeurs et en vingt puissances différentes, il est d'entretien facile et son châssis est très résistant. Ces moteurs, dont Bombardier-MLW détient la licence de fabrication de White Industrial Power Inc., division Alco Engines, seront installés sur les nouveaux brise-glaces canadiens qui doivent être mis en service en 1978. De plus, ils alimentent les génératrices de la Baie James, lesquelles contiennent la plus forte centralisation de pouvoir diesel-électrique au Canada.



Autres produits
Bombardier-MLW fabrique des milliers d'autres produits et de composantes dont certains sont faits sur commande, d'autres en série.

LES APPAREILS DE TRANSMISSION DE CHALEUR
Ces produits, le fruit de recherches intensives, sont utilisés par les industries de transformation et d'énergie. Les échangeurs de chaleur fabriqués par Bombardier-MLW répondent à plusieurs besoins: ils sont installés sur des chaudières de déperdition de la chaleur, des réchauffeurs d'eau d'alimentation, des condensateurs et une grande variété de refroidisseurs et de réchauffeurs. Bombardier-MLW compte l'outillage et les experts en design pour travailler une vaste gamme d'alliages à une variété de températures et de pressions. L'entreprise fut d'ailleurs la première à l'extérieur des Etats-Unis à pouvoir marquer de l'étampe "N" de l'ASMC (société américaine des ingénieurs mécaniciens) ses appareils de transmission de chaleur, un atout dans la mise en marché de ces produits aux Etats-Unis.



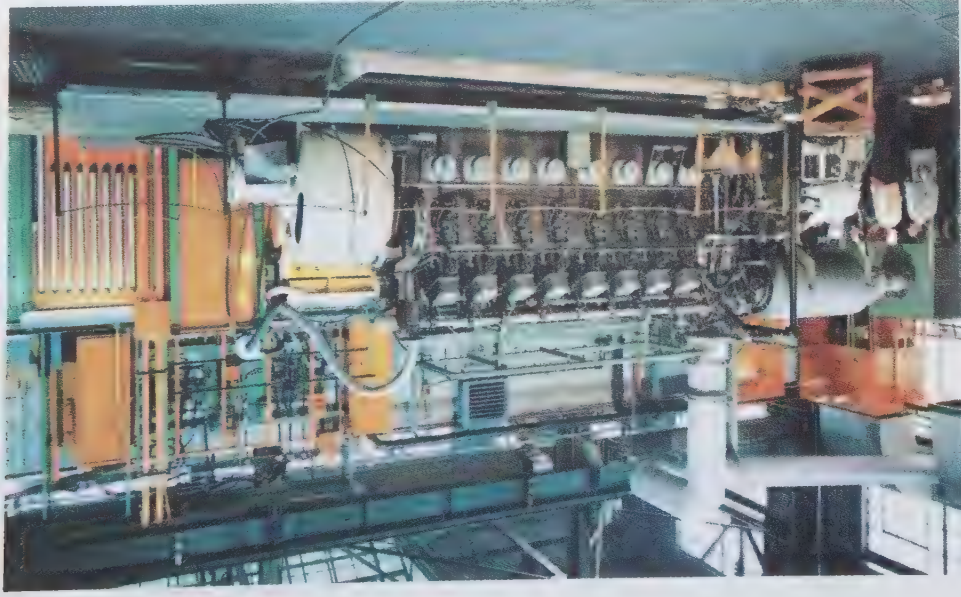
1. Le bogie de cette locomotive a été conçu spécifiquement pour les chemins de fer de l'Afrique de l'est.
2. Un tramway à huit essieux en service à Vienne, en Autriche. Il s'agit d'un des modèles fabriqués par Bombardier-MLW.
3. Un moteur diesel-électrique utilisé comme force motrice pour les brise-glaces, à l'essai.
4. Cette chaudière de déperdition de la chaleur a été conçue par la division des appareils de transmission de chaleur de Bombardier-MLW pour une usine de transformation d'armement canadien.



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2

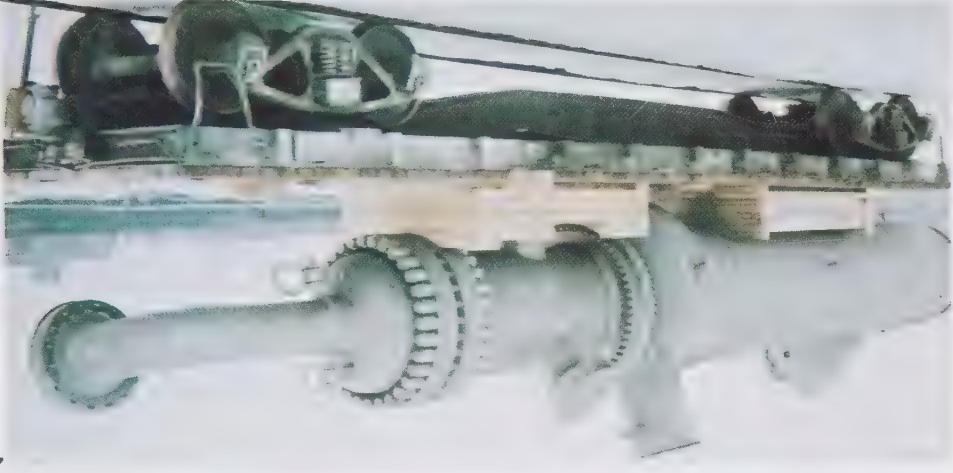


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1. Le train rapide LRC
(rapide, léger et
confortable) à l'essai.
2. La puissante loco-
motive M 420 de 2000 HP
montée sur un bogie
ZWT ("Zero Weight
Transfer").

Matériels de transport et groupes électrogènes

Bombardier-MLW fabrique une série standard de locomotives diesel-électriques d'une puissance allant de 1000 HP à 4500 HP qui répond aux divers besoins des utilisateurs. Les pièces composantes de la série M, laquelle est destinée au marché domestique, sont interchangeables et il existe divers modèles de suspension. La série des locomotives MX pour l'exportation, lancée en 1971, est conçue pour être adaptée à des voies ferrées à divers écartements et charges axiales. Un nouveau modèle de cette série, le M420, présente plusieurs nouvelles caractéristiques de fonctionnement et de sécurité.

Très bientôt, Bombardier-MLW mettra en service son train rapide de grandes lignes, le LRC (léger, rapide et confortable), de conception nouvelle. Les voitures sont faites d'aluminium et la locomotive est de type diesel-électrique. On a installé dans les voitures un dispositif d'inclinaison hydraulique à commande électronique qui assure aux passagers sécurité et confort. Ce train peut rouler sur les voies existantes à une vitesse de 130 milles à l'heure (210 kilomètres).

Bombardier-MLW fabrique aussi d'autres matériels de transport dont des voitures de métro. Quatre cent vingt-trois sont présentement en production pour la CUM. On a modifié les dessins originaux pour que ces voitures soient plus confortables et plus sûres. Prochainement, Bombardier-MLW produira aussi des rames automotrices pour la banlieue sud de Chicago.

En Autriche, Bombardier-MLW fabrique des tramways de conception Düwag entièrement en acier dont des modèles à quatre, six et huit essieux, ainsi que des funiculaires. Le moteur diesel à quatre temps Alco/MLW, modèle 251, qui est la principale unité motrice des locomotives, est aussi utilisé comme force motrice pour les groupes électrogènes



Vêtements et accessoires
Bombardier-MLW confectionne des vêtements pour l'amateur des sports de la motoneige, de la motocyclette et de la voile. Ces vêtements très résistants à l'usure sont offerts dans une variété de couleurs et comprennent toute une gamme d'accessoires dont des casques protecteurs, des bottes et des vêtements de course.



4



3



2

1. Le cyclomoteur Bombardier-Puch est un mode de déplacement économique, car ce véhicule consomme peu d'essence;
2. La motocyclette Can-Am lors des essais préparatoires aux courses.
3. Quelques-uns des vêtements de motoneiges confectionnés par Bombardier-MLW.
4. La gamme des modèles de motoneiges Ski-Doo 1977.

LES PRODUITS

Les produits fabriqués par Bombardier-MLW sont très variés. Chaque année, quelques nouveaux produits sont lancés sur le marché et viennent s'ajouter à ceux qui y sont déjà.



1



2

1. Un des modèles de la motoneige Moto-Ski.
2. Le voilier Invitation est conçu pour le débutant comme pour le navigateur d'expérience.

Le matériel de loisir

Les produits récréatifs fabriqués par Bombardier-MLW répondent aux goûts divers des amateurs de sport. Les motoneiges Moto-Ski et Ski-Doo sont présentées dans une vaste gamme de modèles, des véhicules de luxe à haute performance aux modèles plus légers et plus économiques. Il existe aussi plusieurs types de moteurs Rotax, du 250cc un cylindre à celui à valve rotative deux cylindres. Le design, la conduite et la suspension à glissières ne sont que quelques-unes des caractéristiques qui font des motoneiges de Bombardier-MLW les favorites dans l'industrie.

Les motocyclettes Can-Am sont aussi munies de moteurs Rotax de 125cc, 175cc et 250cc dont les caractéristiques comprennent une valve rotative à soupape d'admission avec allumage transistorisé et un embrayage à cinq et six vitesses à griffes d'entraînement. Cette motocyclette est la plus saine du genre dans sa catégorie et elle est conçue pour la route comme pour le sentier.

A la suite d'une entente avec Steyr-Daimler-Puch de Graz, en Autriche, Bombardier-MLW détient une licence d'exploitation pour le Canada du cyclomoteur de 89 lb (40 kilogrammes) de Bombardier-Puch. Ce petit véhicule motorisé est de plus en plus populaire à la ville comme à la campagne, car il consomme peu d'essence.

Pour les amateurs de sports nautiques, Bombardier-MLW fabrique le voilier Invitation et un modèle réduit, le 3.8. Le premier fait 15 pieds 7 pouces (4,8 mètres) et l'autre, 13 pieds 5 pouces (3,8 mètres). Faciles à manoeuvrer et avec réglage automatique de la timonerie depuis le cockpit, ces voiliers sont conçus pour le débutant comme pour le navigateur d'expérience. Bombardier-MLW fabrique aussi un canot de 15 pieds (4,5 mètres) qui, bien qu'il ne pèse que 67 lb (30 kilogrammes), a une capacité de charge de 800 lb (360 kilogrammes). Ces embarcations sont faites de fibre de verre de haute qualité.

LE REGROUPEMENT DES RESSOURCES : LA CLEF DE VOUTE DE L'AVENIR

Le personnel

Plus de 7000 personnes sont à l'emploi de Bombardier-MLW, et au Canada, le personnel de l'entreprise constitue un des plus importants groupes de travailleurs.

Comme un des objectifs est de promouvoir le personnel compétent, Bombardier-MLW offre des cours de formation dans plusieurs disciplines, de la soudure à la gestion de concessions. Tout le personnel canadien affecté au service suit des cours en service après vente et entretien du matériel. La plupart des techniciens en informatique à l'emploi de l'entreprise ont pu se perfectionner grâce à des cours diffusés sur bandes magnétoscopiques et distribués dans toutes les divisions. Les cours de gestion informatisée des inventaires, d'ordonnancement des projets et d'analyse des systèmes permettent aux employés affectés à la production de réaliser l'apport important de l'informatique au bon fonctionnement de chacun des secteurs de ce champ d'activité. Plusieurs des usines de Bombardier-MLW comptent leur propre école de soudure. L'entreprise met d'ailleurs l'accent sur les programmes de formation technique qui ont été développés en collaboration avec les gouvernements.

Un des projets audacieux entrepris par Bombardier-MLW fut le recyclage des travailleurs d'une usine de fabrication de motoneiges afin d'en faire des spécialistes en fabrication et en assemblage de matériel de transport.

Plus de 40% des employés affectés à la fabrication du matériel de transport, des groupes électrogènes et des appareils de transmission de chaleur sont des travailleurs spécialisés possédant des qualifications en fabrication d'outils, en soudure, en analyse industrielle et de systèmes, ou en design.



Les autres usines

Les usines de fabrication d'appareils de transmission de chaleur sont sises à Montréal et couvrent une superficie de 120,000 pieds carrés (11,000 mètres carrés). L'équipement comprend des foreuses spéciales pour creuser en profondeur et un appareil de soudure à tubes mis au point par les spécialistes de cette division. Dans le cadre du projet d'expansion présentement en cours, on construit une salle blanche ("clean shop") pour la fabrication d'appareils destinés aux centrales nucléaires et on installe plusieurs nouvelles machines-outils. Les méthodes de contrôle de qualité et l'outillage de vérification répondent aux normes rigoureuses de l'industrie nucléaire du Canada et des Etats-Unis.

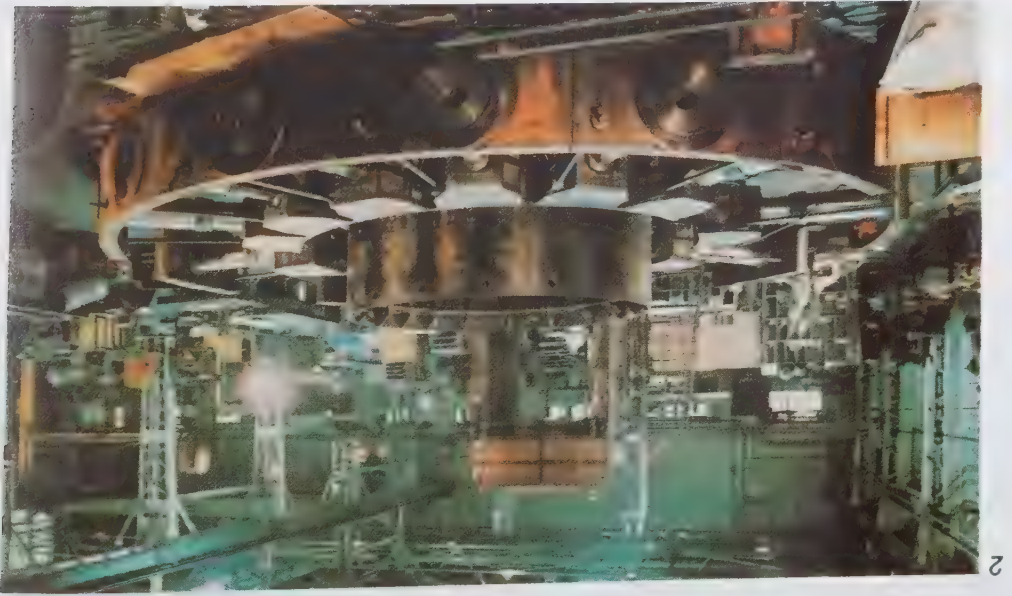
A l'usine des véhicules chenillés tout terrain, on fabrique environ 15,000 pièces différentes. L'atelier d'usinage est équipé de nouvelles machines à commande automatique grâce auxquelles on peut réduire le temps d'usinage de certaines pièces de 75%. L'usine est aussi dotée de presses d'une capacité de charge de 400 tonnes (360 tonnes métriques), de tours automatiques très précis et d'un outillage de soudure perfectionné, certaines pièces, dont le châssis du tracteur Muskeg, devant être entièrement soudées. Le contrôle de la qualité comprend l'inspection des pièces à la fabrication et les essais avant la livraison.

Approximativement un cinquième des usines de Bombardier-MLW est réservé à la fabrication des produits des diverses filiales, lesquelles sont presque toutes situées au Québec. Les composants des matériels de loisir et de transport représentent environ 50% de cette production. Les autres produits fabriqués sont destinés à l'industrie de l'automobile et aux véhicules tout terrain.

Une des filiales fabrique, selon le procédé par injection, des pièces de résines de polycarbonate, de nylon, de polyester et de ABS pesant jusqu'à 15 lb (6.8 kilogrammes). Dans une autre filiale, on transforme 30 millions de tonnes (27 mégatonnes) de caoutchouc par année et on fabrique



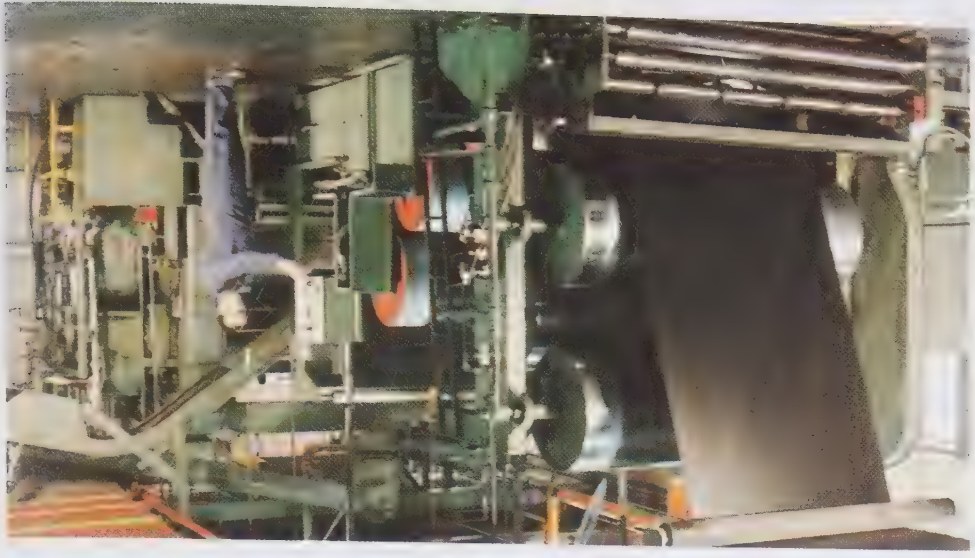
1. La finition des conduites intérieures d'un échangeur de chaleur.
2. La fabrication d'une section d'un réacteur nucléaire.
3. La fabrication du caoutchouc.



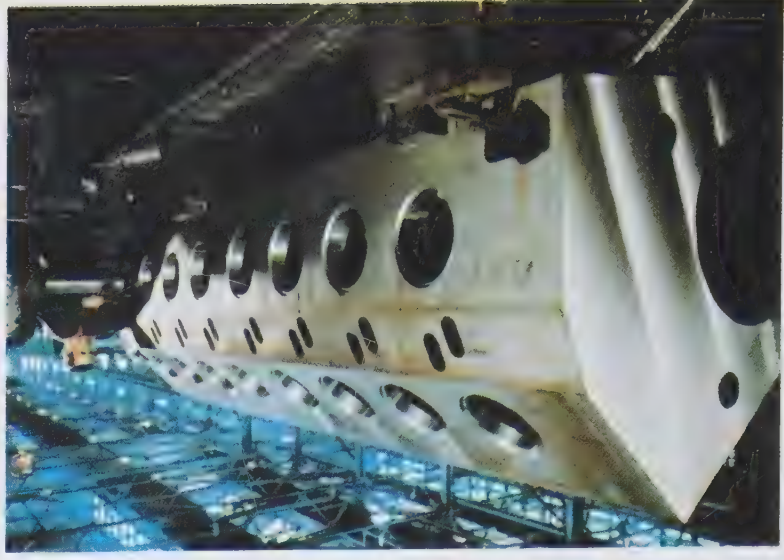
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toute une gamme de pièces pour diverses industries selon les procédés d'injection et de compression. A l'usine des sièges, on peut mouler des pièces de tout genre en caoutchouc mousse, flexible, rigide ou décoratif. Deux autres filiales fabriquent une grande variété de pièces de plastique et de fibre de verre et tout l'outillage est de qualité conforme aux normes de l'ASTM ("American Society for Testing and Materials").

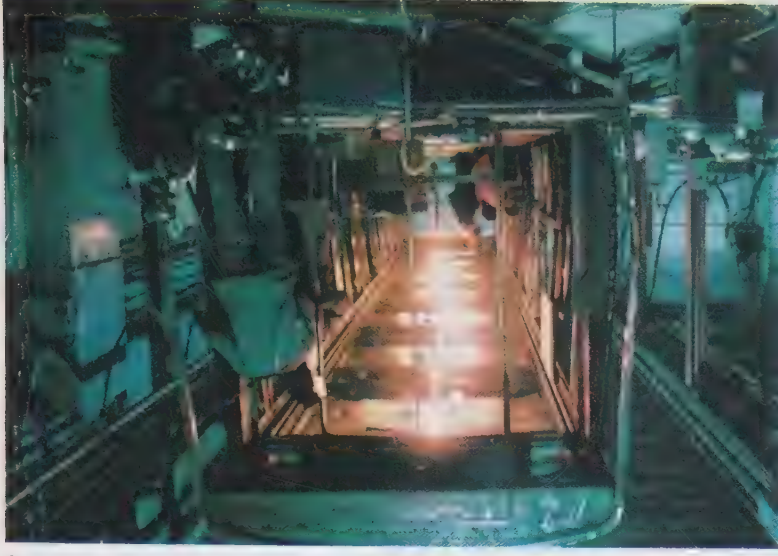
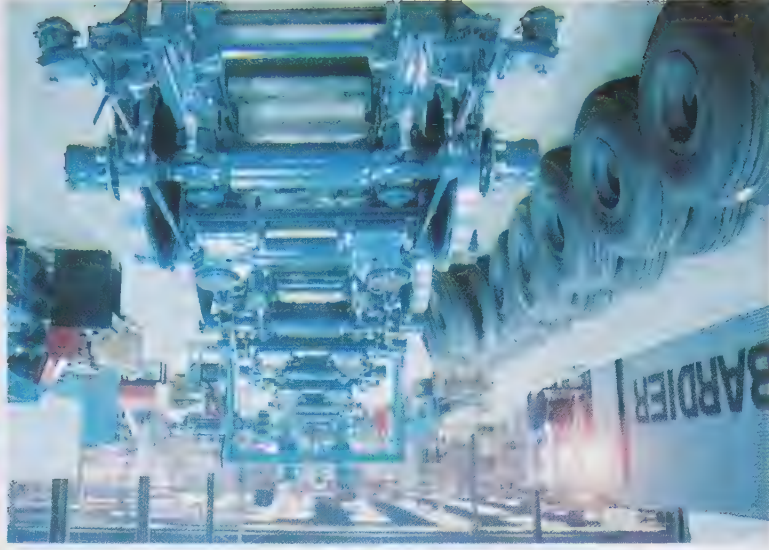
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L'usine de fabrication et d'assemblage des voitures de métro et de grandes lignes est située à La Pocatière, Québec. Cette usine, qui a récemment été réaménagée, agrandie et réoutillée, comprend plusieurs nouvelles sections qui en font l'une des plus techniquement au point en Amérique du Nord. De plus, on construit présentement en annexe une voie d'essais électrifiée. L'usine de fabrication des bogies est sise à Valcourt. Elle a été réoutillée et sa superficie, doublée. Des raboteuses à grand rendement, un tour de détensionnement, une grenaillieuse et des machines à commande automatique font partie du nouvel équipement. A l'usine de Vienne où l'on fabrique des tramways pour un grand nombre de villes autrichiennes, on travaille depuis 1823 selon les méthodes traditionnelles de la vieille Europe.



2



4



1

1. L'assemblage d'une locomotive à l'usine de Bombardier-MLW.
2. A l'usine des locomotives de Bombardier-MLW, on peut usiner automatiquement plusieurs blocs moteurs à la fois.
3. Les bogies sont prêts à être assemblés aux voitures.
4. L'installation des fils électriques dans une voiture de métro.

Les usines de fabrication du matériel de transport

Les usines de fabrication et de vérification des locomotives et des moteurs sont situées à Montréal et couvrent une superficie de 42 acres (17 hectares). Depuis ces bâtiments, on a directement accès aux quais du port de Montréal et aux voies ferrées, d'où la possibilité d'expédier partout dans le monde. On y trouve aussi tout l'outillage pour remettre en état les moteurs et leurs composantes. Le plus important programme de capitalisation depuis l'après-guerre est présentement en cours dans cette usine.

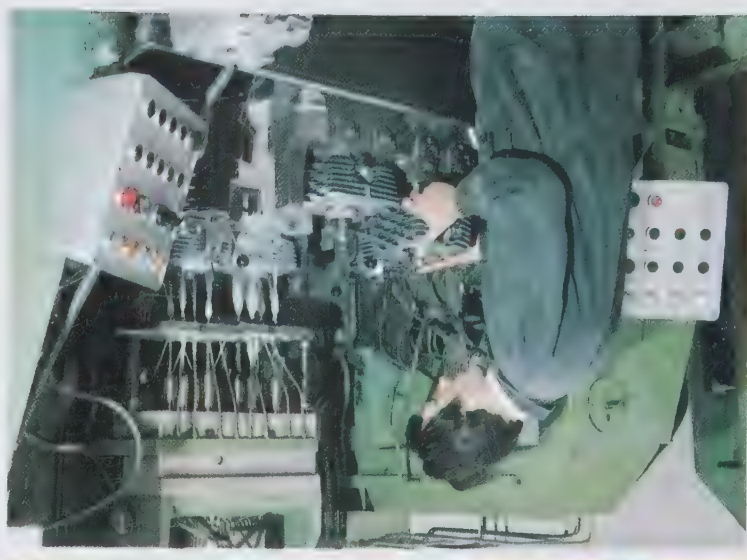
L'outillage comprend de l'équipement lourd de profilage des métaux, des machines-outils de précision, des appareils de manutention d'une capacité de charge de 200 tonnes (180 tonnes métriques) et une raboteuse double action pour planer plus rapidement les blocs moteurs des locomotives. Suite à des ententes avec des compagnies en Australie, en Espagne, en Inde et au Brésil, Bombardier-MLW dispose dans ces pays de collaborateurs à la production des produits précités.



3



1



2

1. L'usine de fabrication des moteurs de Bombardier-MLW à Günskirchen, en Autriche.

2. L'atelier d'usinage des moteurs à valve rotative. Dans cet atelier, qui a été construit par Bombardier-Rotax, on effectue simultanément les opérations de fraisage, de perçage et de taraudage des cylindres d'aluminium et de fonte des moteurs à deux temps.

3. La vérification finale des tramways à l'usine de Vienne de Bombardier-MLW.

LE REGROUPEMENT DES RESSOURCES : LA CLEF DE VOUTE DE L'AVENIR

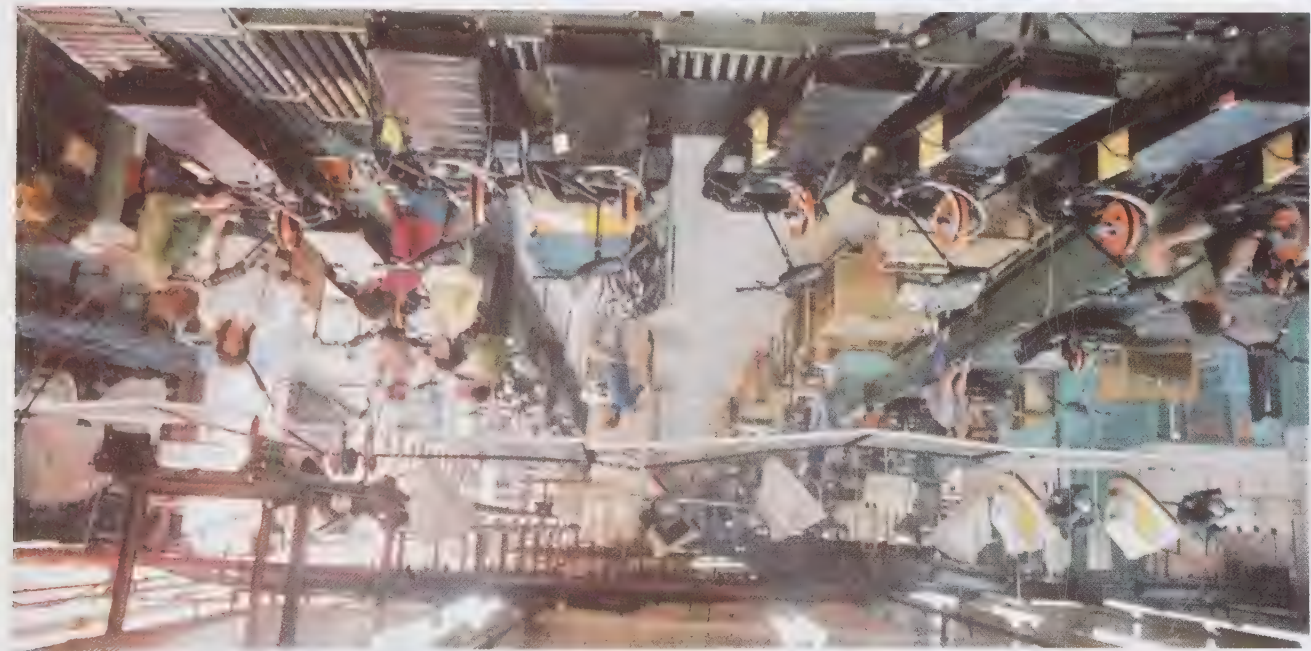
Les usines

Au Canada, aux Etats-Unis et en Autriche, les usines et les entrepôts de Bombardier-MLW couvrent une superficie totale de plus de 3,5 millions de pieds carrés (325,000 mètres carrés). Dans la plupart, on a recours à l'informatique et aux appareils à commande automatique pour accroître la productivité. La production est planifiée à l'aide de l'ordinateur ainsi que plusieurs des programmes des services de la distribution, du marketing et des finances.

Les usines de fabrication du matériel de loisir
Les motoneiges et les motocyclettes de Bombardier-MLW sont fabriquées à Valcourt, Québec, et leurs composantes, dans les usines des filiales situées principalement au Québec et en Autriche. Conséquemment, Bombardier-MLW est une des rares entreprises de motoneiges et de motocyclettes qui manufacture la presque totalité des pièces de ses véhicules. Il est aussi le plus important fabricant de chenilles de motoneiges au monde.
En tant que fabricant des premières motoneiges produites en série, les motoneiges Ski-Doo, Bombardier-MLW eut à concevoir de nouvelles techniques de fabrication ainsi que l'outillage approprié.
Plusieurs des machines et des procédés de fabrication utilisés dans l'industrie aujourd'hui ont été mis au point par ce complexe. Le lancement de la motocyclette Can-Am a aussi représenté de nouveaux défis sur ce plan et il en est résulté plusieurs innovations techniques importantes.
Les moteurs de ces véhicules sont fabriqués à l'usine de Gunsckirchen. Les 1400 machines-outils, dont plusieurs ont été conçues spécifiquement pour la fabrication des composantes des moteurs, sont mises au point et fabriquées dans cette usine. D'ailleurs, presque tout l'outillage est développé à l'usine même.



1



2



3

1. L'usine de fabrication des motoneiges de Bombardier-MLW à Valcourt, Québec.
2. L'intérieur de l'usine des motoneiges.
3. La fabrication des motocyclettes Can-Am.

Innovations techniques dans d'autres domaines

Il va sans dire que le développement fait aussi partie intégrante de la mise au point des autres produits de Bombardier-MLW.

Grâce à de nouvelles techniques, on a pu développer d'autres applications pour le moteur de la locomotive Alco/MLW, telle son utilisation comme force motrice pour les navires et comme source d'énergie auxiliaire pour les centrales génératrices.

La recherche dans le domaine de la transmission de chaleur porte principalement sur la thermodynamique, l'écoulement des fluides monophasés et mixtes et la détermination des caractéristiques des appareils de transmission de chaleur requises par les industries de transformation et d'énergie. Cette division fut un des premiers membres de Heat Transfer Research Inc., une coopérative de recherche dont les activités sont presque exclusivement centrées sur la thermodynamique et l'écoulement des fluides. Grâce à la nouvelle technologie résultant des travaux de recherche, combinée à une utilisation plus judicieuse de l'informatique, Bombardier-MLW peut fabriquer de meilleurs produits à des coûts moindres par suite des économies réalisées sur les matériaux et la main-d'œuvre. Les travaux de recherche ont aussi mené à la mise au point de techniques de soudure parmi les plus perfectionnées dans l'industrie.

A l'usine de Guntskirchen, en Autriche, une partie de la main-d'œuvre est affectée au développement de nouveaux moteurs à un et à deux cylindres. L'équipe voit aussi à

améliorer la qualité et la performance des moteurs déjà en production et à en réduire le bruit et les risques de pollution. Les travaux de recherche du groupe des produits indus-

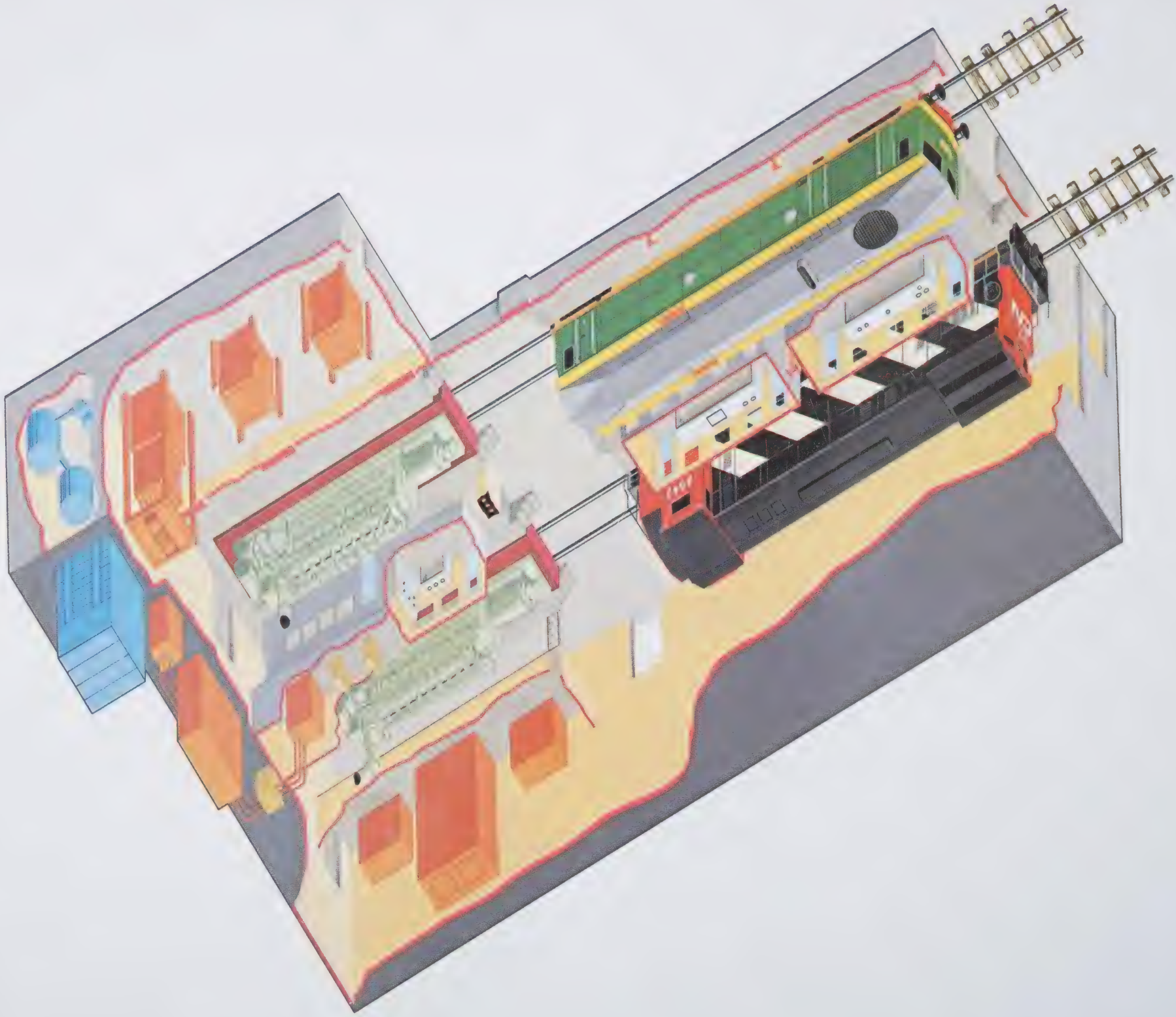
triels sont surtout dirigés vers la mise au point de nouvelles applications pour les véhicules tout terrain existants. Plutôt que de créer de nouveaux véhicules, on adapte les modèles courants en fonction des besoins spécifiques des utilisateurs. Dans certains cas, on apporte plusieurs modifications au même véhicule, comme ce modèle qu'on a converti en véhicule amphibie pour le projet de la Baie James. La recherche porte aussi sur la mise au point de véhicules et de pièces accessoires conçus et fabriqués sur commande et produits en quantité limitée.

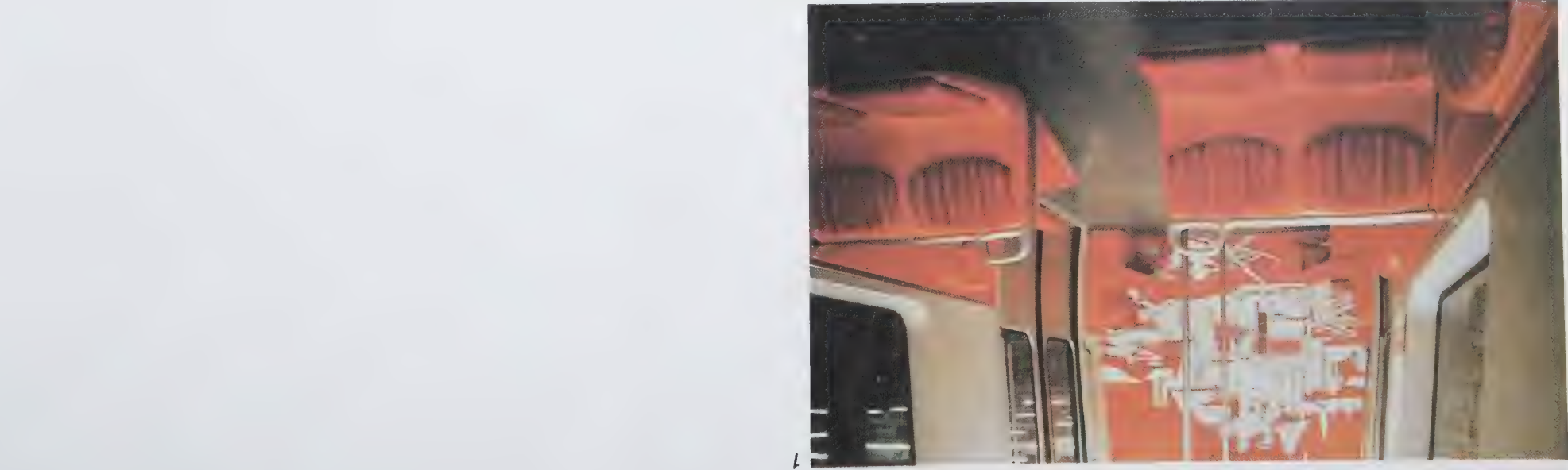
Dans les autres divisions, les recherches sont axées sur les procédés de transformation du polyuréthane en produits finis, sur les élastomères et autres produits chimiques ainsi que sur les procédés de fabrication des pièces de plastique renforcé et de fibre de verre ignifuge et à l'épreuve de la corrosion.



1. Le développement des véhicules chenillés tout terrain est principalement dirigé vers la mise au point de nouvelles applications pour les modèles courants. Sur notre photo, une équipe travaille à adapter un modèle pour qu'il réponde aux besoins de l'industrie forestière.

Grâce à ce nouveau centre d'essais, les moyens de développement et de vérification dont dispose Bombardier-MLW seront accrus. On pourra y vérifier à la fois deux locomotives de 4500 HP et deux groupes électrogènes de 2,5 MW chacun. L'outillage perfectionné pourra être utilisé pour la recherche comme pour les essais et, éventuellement, pour la vérification des moteurs de grande puissance.





1. L'intérieur des voitures de métro pour la Communauté urbaine de Montréal, tel que conçu par Bombardier-MLW.

Conception technique du matériel de transport

La technologie de pointe des matériels de transport de Bombardier-MLW est le fruit de 75 ans d'expérience. Aucun autre fabricant canadien de locomotives et de voitures ne peut égaler Bombardier-MLW quant aux techniques de développement et aux moyens de fabrication dont il dispose.

Plusieurs équipes d'ingénieurs sont affectées à la conception technique et au développement des moteurs, des locomotives et des voitures de métro et de grandes lignes. Dans certains cas spécifiques, elles sont secondées dans leur travail par les designers des autres divisions dont la contribution porte sur la finition extérieure et intérieure.

Bombardier-MLW a été le premier à mettre au point certains matériels de transport, dont la locomotive propulsée à un seul moteur de 4500 HP, le bogie de locomotive à trois essieux à forte adhérence qui, à cause de l'accroissement de la performance traction, peut transporter 15% plus de marchandises que tout autre modèle, le bogie ZWT ("Zero Weight Transfer") à deux essieux et un train de grandes lignes développé conjointement avec les compagnies Produits Alcan (Canada) Limitée et Dofasco.

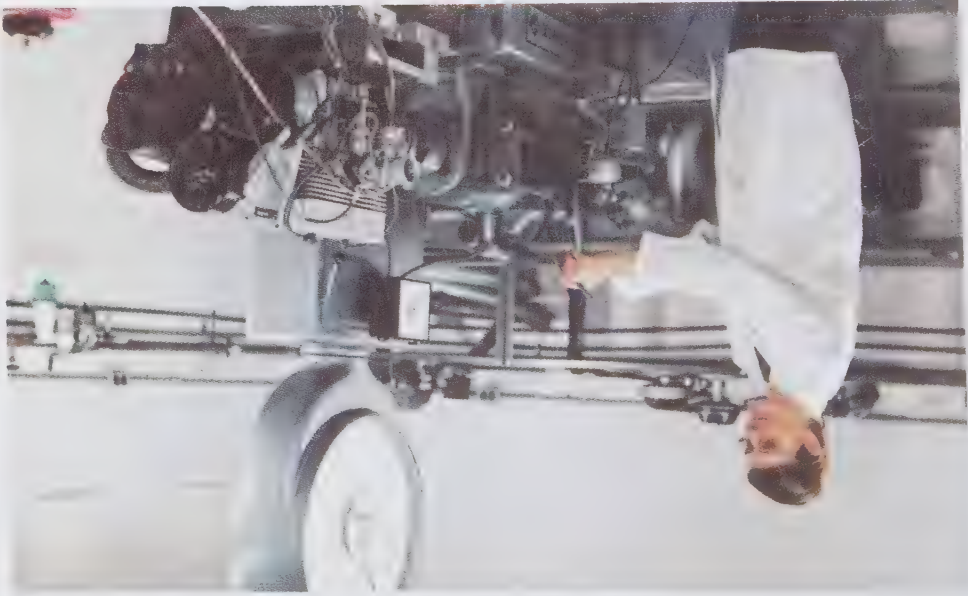
Ce train, dénommé LRC (les trois initiales de léger, rapide et confortable), est probablement une des plus importantes réalisations des dernières années dans le domaine du développement des trains rapides interurbains en Amérique du Nord. Sa mise au point témoigne de la compétence et du savoir-faire de Bombardier-MLW en matière de conception technique et de développement.

À la suite de l'obtention du contrat de fabrication des voitures pour le métro de Toronto, MLW mit au point les premières voitures de métro de conception entièrement canadienne. C'est d'ailleurs en se basant sur ces modèles qu'ont été développées les voitures pour la plupart des nouveaux systèmes de métro en Amérique du Nord.

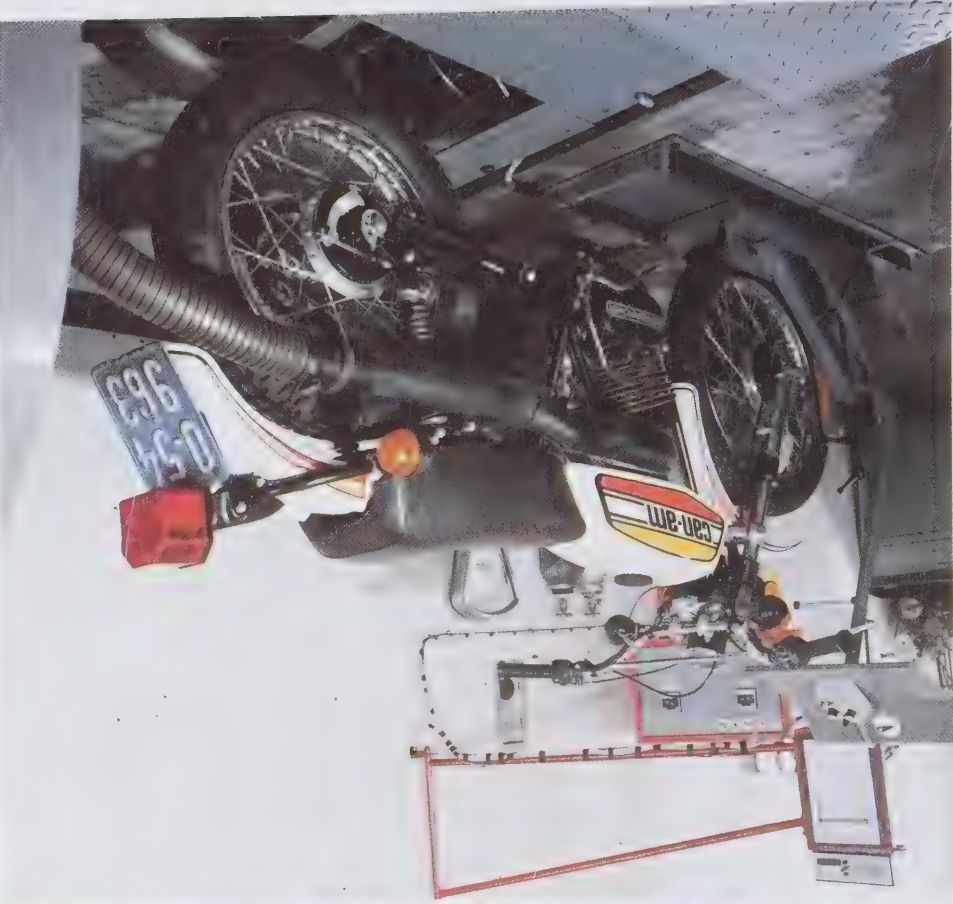
Pour aider les spécialistes dans leurs travaux de mise au point de nouveaux matériels de transport, Bombardier-MLW construit présentement un centre d'essais à l'usine de locomotives où l'on travaillera surtout à perfectionner le matériel de traction, les moteurs marins et les groupes électrogènes (voir page suivante).

En Europe, une des divisions de Bombardier-MLW jouit d'une expérience plus que centenaire dans la fabrication de voitures. Cette entreprise fabriquait d'abord des calèches, par la suite, les premières automobiles en service dans l'empire austro-hongrois et aujourd'hui, des tramways et des funiculaires.

Bombardier-MLW s'intéresse aussi au développement d'un nouveau système de transport pour les villes canadiennes de plus de 100,000 habitants, dans le cadre d'un projet commandité par le Centre de Développement des Transports (CDT) du ministère des Transports du Canada. Pour le mener à bonne fin, Bombardier-MLW est devenu le chef de file d'un consortium international dont les entreprises sociétaires ont prêté le concours de spécialistes de diverses disciplines. Ce groupe de travail est confiant de pouvoir mettre au point, dans un avenir rapproché, un nouveau mode de transport répondant aux besoins de ces villes.



4



5

Le centre de recherche du groupe des produits récréatifs est équipé d'appareils de vérification dont certains sont uniques. L'un d'eux permet de mesurer la résistance et la performance des moteurs en simulant en laboratoire les diverses variables dont la puissance, les couples moteur, la charge, la vitesse de rotation, la pression au sol et l'effort de traction. Comme les véhicules doivent répondre aux normes gouvernementales sur le bruit, Bombardier-MLW a aménagé une chambre d'essais équipée d'un outillage perfectionné avec lequel on vérifie les moteurs pour qu'ils soient conformes à ces normes.

La dernière phase du développement comprend les essais sur pistes. Ceux-ci sont répartis en trois catégories: ceux effectués sur les pistes du centre de recherche; ceux menés par des particuliers à qui on prête des véhicules dans le cadre de programmes d'essais sur la performance avant la mise en production; et les courses professionnelles de motocyclettes et de motoneiges qui se déroulent toute l'année durant en Amérique du Nord et en Europe. Celles-ci sont en effet un excellent moyen de juger de la résistance et de la performance des produits de Bombardier-MLW puisque les meilleurs véhicules de l'industrie y participent.

1. Tout produit naît d'une idée.

2. Le service de la conception technique de l'usine de Günskirchen, en Autriche.

3. La vérification des véhicules à basse température, à Valcourt, Québec.

4. Cet appareil unique sert à mesurer la résistance et la performance des moteurs des motoneiges et des motocyclettes.

5. La vérification des moteurs des motocyclettes Can-Am. Cette machine sert à déterminer la capacité d'évacuation des gaz brûlés.

LE REGROUPEMENT DES RESSOURCES : LA CLEF DE VOUTE DE L'AVENIR

Conception technique et développement

Les techniques de recherche et de développement qu'utilise Bombardier-MLW le placent à l'avant-garde des industries des matériels de loisir et de transport et des appareils de transmission de chaleur au Canada.

Conception technique du matériel de loisir
Tous les modèles de motoneiges, de motocyclettes, de voiliers et de canots vendus aujourd'hui par Bombardier-MLW ont été conçus et développés par les spécialistes des centres de recherche du groupe des produits récréatifs. Il y a 40 ans, le personnel, alors très restreint, ne disposait que d'un tout petit atelier. Aujourd'hui, les équipes de recherche travaillent dans de grands centres bien outillés sis au Canada et en Autriche. Les travaux portent sur la conception et le développement du matériel de loisir ainsi que sur le perfectionnement des designs et des pièces composantes. Ces équipes maintiennent d'étroites relations avec le personnel de la mise en marché et de la production. Chaque prototype est soumis à une série d'essais avant d'être mis en production afin d'assurer ses possibilités de succès sur le marché.



3



1



BOMBARDIER-MLW LES MARCHÉS IMPORTANTS

- Bombardier-MLW — le marché des produits récréatifs
- Bombardier-MLW — le marché du matériel de transport
- Bombardier-MLW — les autres marchés (produits de transmission de chaleur, véhicules tout terrain, produits aéronautiques, moteurs diesel-électriques, etc.)



LE REGROUPEMENT DES RESSOURCES : LA CLEF DE VOUTE DE L'AVENIR

Le marketing

Les équipes de marketing de Bombardier-MLW sont à l'œuvre partout dans le monde et elles sont secondées dans plus de cinquante pays par des réseaux de distributeurs, de vendeurs, de concessionnaires et de détenteurs de licences d'exploitation.

Le marché des produits récréatifs

La demande pour le matériel de loisir croît sans cesse, particulièrement en Amérique du Nord où le citoyen moyen dispose de plus de revenus et de plus de temps libre.

Le service de recherche de la mise en marché du groupe des produits récréatifs a réussi à déterminer la position de nouveaux produits à l'intérieur du marché du matériel de loisir et étudie les tendances et goûts des consommateurs en fonction des moyens de fabrication de Bombardier-MLW et des possibilités de développement des produits existants.

Bombardier-MLW détient la plus grande part du marché mondial de la motoneige et commence à se tailler une place sur le marché américain de la motocyclette. Tous les programmes de mise en marché de ces produits, dont ceux destinés aux 4000 concessionnaires et aux consommateurs, mettent l'accent sur la qualité et le service — quel que soit le pays où ces produits sont vendus — ainsi que sur la sécurité et sur le plaisir que procurent les sports de la motoneige et de la motocyclette. La sécurité vient en priorité et aussi Bombardier-MLW appuie les politiques gouvernementales relatives à la mise en vigueur et au maintien de lois plus strictes sur le bruit et la sécurité.

Le marché du matériel de transport

Partout dans le monde d'aujourd'hui, le train, qui fut le premier mode de transport terrestre mécanisé, connaît un regain de popularité. Les services de banlieue sont déjà bien établis en Europe et de plus en plus nombreux en Amérique du Nord. L'industrie a aussi recours au train pour transporter produits et marchandises, car ce mode de transport s'avère plus efficace que d'autres depuis les hausses successives du prix du carburant.

L'équipe de mise en marché du matériel de transport de Bombardier-MLW jouit d'une expérience concrète en design de locomotives et de voitures ainsi que de leurs utilisations.

A cause des besoins très variés des clients et des problèmes d'exploitation dus à des conditions climatiques et topographiques particulières, chaque commande de locomotives est traitée individuellement, de la conception à la livraison. Dans le cas des livraisons outre-mer, Bombardier-MLW effectue les travaux d'entretien et de réparation sur les lieux pendant une période d'environ deux ans. De plus, l'entreprise fournit une assistance technique tant et aussi longtemps que la locomotive est en service, et lors de l'achat de nouvelles locomotives, le personnel d'exploitation et d'entretien du client reçoit un entraînement à l'usine de Montréal.

Bombardier-MLW a su faire reconnaître sa compétence comme fournisseur de matériel de transport urbain et de tramways en Europe et en Amérique du Nord. Depuis le début des années 1900, il fabrique des tramways pour l'Autriche où il détient le tiers du marché. En Amérique du Nord, le complexe dispose des moyens techniques nécessaires à la fabrication de voitures en série.

Les autres marchés

Bien que les principaux marchés de Bombardier-MLW soient ceux du loisir et du transport, il y en a plusieurs autres à l'intérieur desquels il détient une position enviable.

Les échangeurs de chaleur, dont la demande est à la hausse, sont un des moyens les plus efficaces et des plus employés pour conserver l'énergie. Ceux que fabrique Bombardier-MLW sont utilisés surtout dans les usines des produits chimiques et pétrochimiques, dans les raffineries et dans les centrales nucléaires et thermiques. Bombardier-MLW est une des rares entreprises en Amérique du Nord en mesure de concevoir et de fabriquer des échangeurs de haute qualité et de résistance exceptionnelle.

Un autre marché desservi par Bombardier-MLW est celui des véhicules chenillés tout terrain. Ces véhicules avaient originellement été conçus pour remplacer les chevaux en forêt. Aujourd'hui, ils sont utilisés à travers le monde à des fins industrielles telles que l'exploitation forestière, la construction et le transport. Bombardier-MLW a récemment mis sur pied des programmes de commercialisation de ses moteurs marins et de ses groupes électrogènes qui ont stimulé les ventes et créé de nouvelles utilisations pour ses produits. Très prochainement, ceux-ci seront aussi disponibles outre-mer.

De plus, Bombardier-MLW fabrique une impressionnante gamme de produits de caoutchouc, de résines thermoplastiques et de fibre de verre ainsi que des pièces aéronautiques pour l'industrie et le consommateur, lesquels sont fort bien reçus.

BOMBARDIER-MLW

Une entreprise orientée vers l'avenir

En janvier 1975, Les Entreprises de J. Armand Bombardier Ltée, principal actionnaire de Bombardier Limitée, se portait acquéreur de la majorité des intérêts de MLW-Worthington Limitée. Par la suite, cette dernière offrait aux actionnaires de Bombardier Limitée d'échanger leurs actions contre des actions de MLW. Cette offre fut acceptée en février 1976 par le principal actionnaire de Bombardier Limitée, Les Entreprises de J. Armand Bombardier Ltée. Bombardier Limitée et MLW-Worthington Limitée forment maintenant un complexe industriel dont les résultats financiers sont consolidés depuis février 1976 et dont les ressources ont été mises en commun.

La compagnie Bombardier Limitée fut fondée en 1942 par J. Armand Bombardier. L'entreprise se lança d'abord dans la fabrication de véhicules chenillés tout terrain. Puis, à la suite de la mise au point de la motoneige, une autre invention du fondateur, la compagnie prit rapidement de l'expansion pour devenir, dans les années soixante, le plus important fabricant au monde de ce nouveau véhicule à chenilles. Au cours de la décennie suivante, la compagnie mit l'accent sur la diversification. Dans un premier temps, elle lança sur le marché des motocyclettes et des voiliers, puis, dans un deuxième, elle s'orienta vers l'industrie du matériel de transport. Comme première étape, elle obtint en 1974 le contrat de fabrication des voitures de métro pour la Communauté Urbaine de Montréal (CUM).

Fondée en 1902, MLW fut reconnue pendant 45 ans comme un des plus importants fabricants de locomotives à vapeur de grande puissance. En 1947, cette entreprise se lança dans la fabrication de locomotives diesel-électriques, initiative qui lui vaut d'être aujourd'hui un des principaux manufacturiers de ce matériel de traction au monde. Puis elle s'intéressa activement à la mise au point et à la fabrication d'appareils de transmission de chaleur et de matériel de transport urbain, contribuant ainsi au développement de ces deux industries au Canada.

Bien que d'origine très distincte, ces deux compagnies ont rapidement pris de l'expansion grâce à leur capacité d'adaptation aux besoins toujours changeants des consommateurs. Aujourd'hui, les principales activités de Bombardier-MLW sont la fabrication et la vente des matériels de transport et de loisir. Les objectifs sont d'exploiter le potentiel des produits précités à leur maximum et d'explorer toutes les possibilités d'élargir les champs d'activité pour que le nouveau complexe soit en mesure de répondre aux besoins de demain.

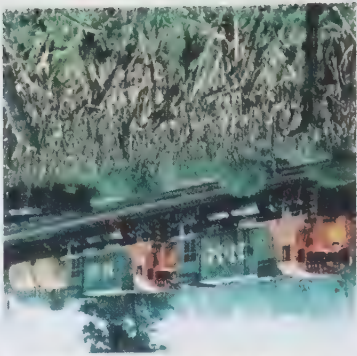
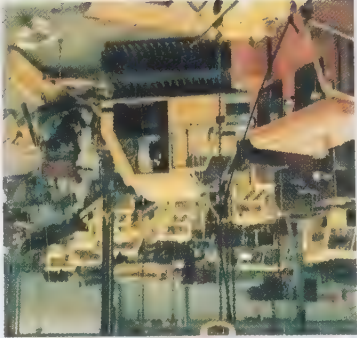
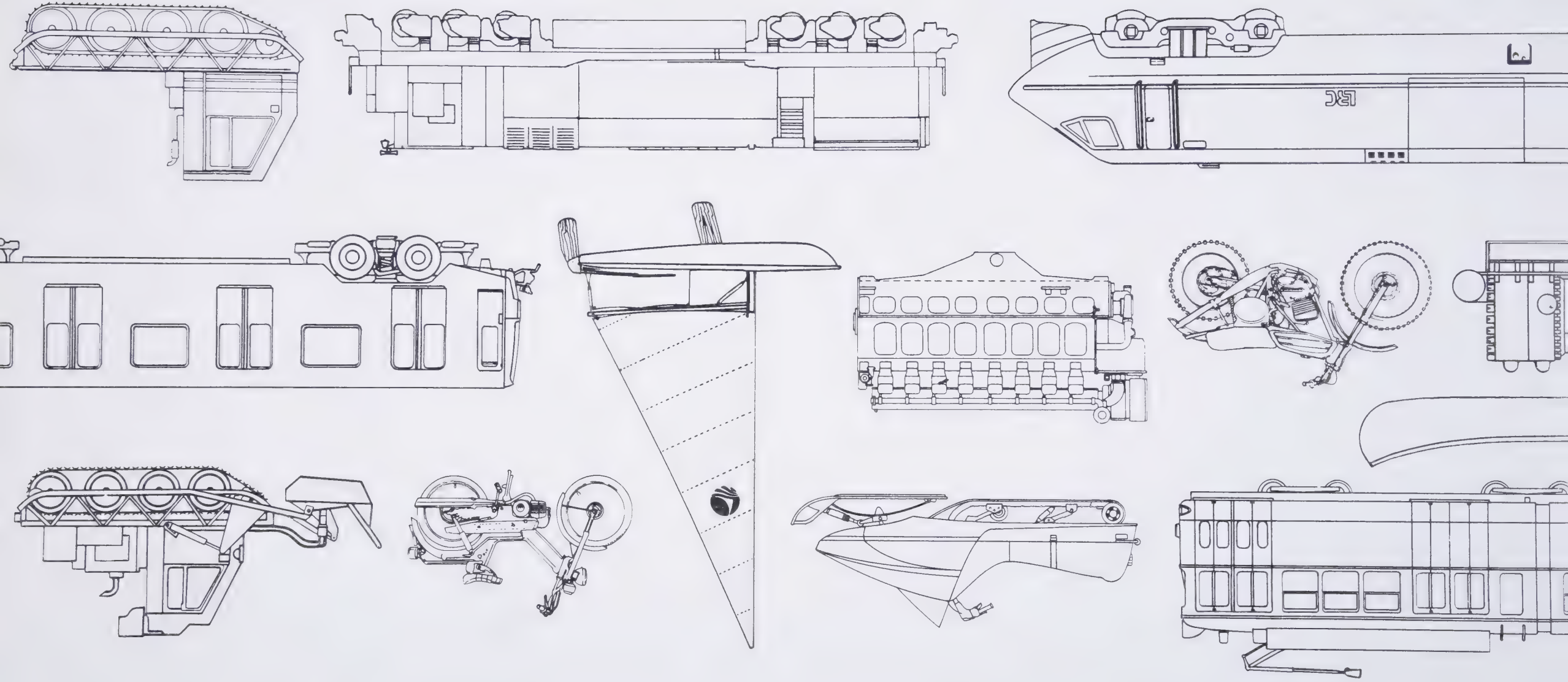


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LE GROUPE BOMBARDIER - MLW

Clothing and Accessories from **invitation**^{*} "the sailboat by bombardier"



Made of lightweight, durable, waterproof fabric, Bombardier^{*} clothing accessories are designed by sailing experts for quality and comfort. Neither too loose nor too tight-fitting, they are extremely functional and offer great freedom of movement.

This unique line of sailing apparel is available in all adult sizes at your local dealer.

COVER: TWO PIECE SQUAL SUIT — Finally. Foul weather gear that fits, designed for the North American sailor. The polyurethane coated nylon is truly waterproof.

A unique feature, the jacket can be comfortably worn around the waist, being self-contained in a built-in pouch with cinch belt.

1) INVITATION BOAT COVER — Fits snugly from bow to stern. Designed to be used with or without mast stepped.

2) UTILITY BAG — This sturdy little carry-all is made of waterproof nylon and makes an ideal sports bag.

3) MARAMU — Flexible rubber, insulated nylon lining for added warmth, special non-slip rubber sole, light and comfortable, quick drying. Navy 6-10.

4) CALYPSO RUBBERS — Flexible, made especially for dingy sailors, reinforced and padded instep for hiking comfort, special non-slip rubber sole. Yellow 6-10.

5) REGATTA SAILING BOOTS made of flexible rubber, insulated nylon lining for added warmth, special non-slip rubber sole. Yellow 6-10.

6) INVITATION SAILING SHELL made from 100% water repellent nylon. Featuring hood and large front pouch.

7) BEACH TOWEL made of 100% cotton, size 40x60 with a 20" Invitation logo.

8) INVITATION T-SHIRT — 100% fine combed cotton for soft absorbent comfort. White. Size S to X Large.

9) INVITATION CABANA SUIT (2 pcs) Lightweight cotton and polyester. Color - Navy. Small to X Large.



INVITATION® is a member of the great family of recreational products of Bombardier Limited, well known for its Ski-Doo® and Moto-Ski® snowmobiles and for its Can-Am® motorcycle.

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marine

Bombardier Limited, Valcourt,
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465-3171-00

Vêtements et accessoires pour invitation* "le voilier de bombardier"



Fabriqués de tissu léger, imperméable et souple, les vêtements Bombardier* sont conçus par des spécialistes de la voile. Ni trop larges, ni trop ajustés, ils sont fonctionnels et permettent une entière liberté de mouvement. Ils sont disponibles dans toutes les tailles pour adultes chez nos dépositaires.

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COSTUME DEUX PIÈCES SQUAL: Conçu spécialement pour l'amateur de voile nord-américain, ce costume fait de nylon recouvert de polyuréthane est parfaitement imperméable et permet de braver même les pires intempéries. Grâce à une coupe unique, la veste se replie totalement dans une pochette qui lui est intégrée. Le tout peut être porté autour de la taille, retenu par une ceinture.

1) BÂCHE INVITATION: S'ajuste parfaitement au voilier, de l'avant à l'arrière, que le mât soit ou non en place.

2) TROUSSE À ACCESSOIRES: Robuste fourre-tout fait de nylon imperméable et pouvant servir de sac de sport.

3) MARAMU: Bottes en caoutchouc flexible, à chaude doublure isolante de nylon et semelles antidérapantes spéciales. Légères et confortables, elles sèchent rapidement. Couleur: marine. 6-10.

4) CAOUTCHOUC CALYPSO: Flexibles, renforcées et rembourrées pour le confort des marcheurs, semelles antidérapantes spéciales. Couleur: jaune. 6-10.

5) BOTTES POUR AMATEURS DE RÉGATES: En caoutchouc flexible, à chaude doublure isolante de nylon et semelles antidérapantes spéciales. Couleur: jaune. 6-10.

6) ANORAK INVITATION: Fait de nylon 100% hydrofuge, avec capuchon et large poche à l'avant.

7) SERVIETTE DE PLAGE: Faite de coton à 100%, d'une grandeur de 40x 60 avec imprimé "Invitation" de 20".

8) "TEE-SHIRT" INVITATION: Fait de coton peigné à 100%, doux, absorbant et confortable. Blanc. Tailles: Petit à Extra large.

9) 2 PIÈCES CABANA INVITATION: Fait d'un mélange léger de coton et polyester. Couleur: marine. Tailles: Petit à Extra large.



INVITATION* est un membre de la fameuse famille des produits récréatifs Bombardier, reconnue pour ses motoneiges Ski-Doo® et Moto-Ski® et ses motocyclettes Can-Am®

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Imprimé au Canada



Ski-Doo® '76
Look Ahead!

SERIES		ELAN		OLYMPIQUE				T'NT	EVEREST	T'NT RV	
MODEL		250	250 DeLuxe	300S	300-300E	340-340E	PLUS	340-340E	440-440E	250	340
ENGINE Location No. of Cylinders Type of Cooling		Centre Mounted		Front Mounted							
		1	2	1	2	2	2	2	2	2	2
		Fan								Free-Air	
TRANSMISSION Type		* Roller round shaft drive pulley		Std. type drive pulley	* Square shaft roller type “Instant Torque” *drive pulley						
SUSPENSION Type Track material Track width		Bogie					Torque reaction slide suspension				
		Rubber track with embedded steel rods						Rubber track with super resilient material			
	in cm	15 38.10	15 38.10	15 38.10	15 38.10	15 38.10	15 38.10	16½ 41.91	16½ 41.91	15 38.10	15 38.10
CHASSIS Frame material		Steel						Al. and steel		All aluminum	
Overall length	in cm	88½ 224.8	88½ 224.8	100¾ 255.9	100¾ 255.9	100¾ 255.9	100¾ 255.9	105¾ 268.6	105¾ 268.6	107 271.8	107 271.8
Overall width	in cm	30½ 77.5	30½ 77.5	33 83.8	33 83.8	33 83.8	33 83.8	35½ 90.2	36¼ 92.1	41¾ 106	41¾ 106
Overall height	in cm	43 109.2	43 109.2	43 109.2	43 109.2	43 109.2	43 109.2	42 106.7	41 104.1	33 83.8	33 83.8
Dry weight	lb kg	290 131	300 136	320 145	365-385 166-175	385-405 175-184	395 179	380-400 172-181	395-415 179-188	340 154	345 156
Ski & Track bearing area**	in ² cm ²	1070 6903	1070 6903	1092 7045	1092 7045	1077 6948	1077 6948	1247 8045	1247 8045	1090 7032	1090 7032
Ground pressure	lb/in ² kg/cm ²	.271 .019	.280 .019	.293 .020	.334-.352 .024-.025	.357-.376 .025-.026	.367 .026	.305-321 .021-.022	.317-.333 .022-.023	.312 .022	.316 .022

* Cam Action driven pulley

** 3 inches of snow

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As long as there's winter.

^c * Trade Marks of Bombardier Limited.



IBM 480-3157



Look at our sweet-riding Olympique* for '76

You don't
have to pay
top dollar to get yourself onto a top calibre trail sled. You'll
find that out when you look into our good value Olympique series.

Check out Olympique 340 and Olympique Plus. They have the same
front-mounted twin-cylinder engine, transmission and suspension set-up as our

T'NT® for more unparalleled comfort, reliability,
handling and stability than ever.

But when you check out the price, you'll know there isn't
another machine on the market that will deliver more trailriding
performance per dollar.

There are four Olympique models to choose from for '76,
including 300 single cylinder and the new Olympique Plus.
Whichever one you take out on the snow this winter, we know
you'll enjoy the ride.

Look at our get-serious T'NT® R/V for '76

Last year, on a lot of tracks around the country, the '75 version of our new T'NT R/V proved that it doesn't just look like the real thing, it is the real thing. The frame and chain case are aluminum. The suspension is a Torque Reaction slide system.



The track is a deep profile low inertia design. And those bulges on the side of the cab aren't just there for decoration. They allow a corner gripping steering angle of 40° on a super stable 34 inch ski stance.

To top off the R/V's incredible chassis performance for '76, we've come up with a pair of even more powerful Rotax Free Air Rotary Valve twins, a 250 and a 340. And they pump their power through a tougher drive clutch and drive axle to lay great gobs of power down on the snow right where you want it: out in front of all those other sleds.



Look at our value-priced Elan® for '76

There is no other snowmobile like Elan from Ski-Doo. Sure, there are other small machines around. But with Elan, only the size and the price are compact. The performance is full size.



Elan spreads its light weight over a standard size snowmobile track. The result is a sled that combines snowtop flotation and easy handling with big machine traction.

If you think that combination sounds like fun, you're right. And for '76, you can get that fun in two Elan models: the 250 single cylinder and the 250 Deluxe twin.



Look at our total-performance T'NT® and T'NT Everest® for '76

From the year we first introduced the Everest version of our high-performance T'NT, it was obvious that this was one of those snowmobile designs that had something special going for it. Part of it was the longer track that enabled Everest to deliver superb

flotation, traction and hill-climbing ability. But it was much more than that. Everything about T'NT Everest felt right when you rode it, wherever you rode it. Well, this year's Everest gives you more of that feeling than ever. And we've even made it quieter without sacrificing power. Everest has become the standard of the industry.

And what of T'NT for '76? With its front-mounted Rotax 340 twin-cylinder engine and bump-smoothing Torque Reaction slide suspension, it's still the great trail performance sled it always was. But you'll appreciate the changes we've made to make it even tougher, safer and quieter.



Recreational
Products
Group



**We'd like you
to know us better.**

We're more than a snowmobile company.

Industrial Products Group

- Skidozer[®], Muskeg[®], Terrain master[®]
- SW[®], J-5*, SV-250* snow tractors.

Transportation Products Group

- Subway cars

Clothing and Accessories Division

Recreational Products Group

- Ski-Doo[®] Snowmobiles
- Moto-Ski[®] Snowmobiles
- Can-Am* Motorcycles
- Bombardier* Puch[®] Mopeds
- Marine Products

Manufacturing Subsidiaries

- Heroux Ltd
- Rockland (Division of Bombardier Limited)
- LaSalle Plastic Inc.
- Roski Ltd
- Ville Marie Upholstering Ltd
- Bombardier Rotax, G.M.B.H.
- Bombardier, Mode Inc.

Distribution Subsidiaries and Divisions

- Bombardier Corporation, USA.
- Bombardier Limited, Eastern Canada Distribution Division.
—(Quebec, Ontario, Atlantic)

Join the
Bombardier
World of Leisure.



Join the Bombardier World of Leisure.

When Joseph Armand Bombardier built the first Ski-Doo snowmobile back in 1955, for a lot of people, winter changed for the better. In snow belt areas all across North America, the indoor season became an outdoor season.

Even though Bombardier Limited is now a large, international company that manufactures everything from heavy industrial equipment to subway cars to plastic parts for automobiles, our Recreational Products Group is more involved than ever in making it fun to be outside. And not just in winter, but the whole year round.

The purpose of this folder is partly to introduce you to our Recreational Products Group and partly to provide a source of up-to-date photographs and information for use in advertising, editorial, promotional and public relations by those who have a need for such outdoor leisure material.

If you wish to use any of the photographs on the inside of this folder, simply write to us at the address below quoting the appropriate grid number (A1, B4, D6, etc.)

Should you require additional information about our company or any of our products, we would be pleased to assist you in any way.

**Recreational Products Group
Bombardier Ltd
Valcourt, P.Q. J0E 2L0
Canada
Att'n: Mr. L. René Bourassa
Director-Public Relations**



We built our first Ski-Doo snowmobile in 1955 and since then we've gone on to build well over a million of them. More than all other manufacturers put together. Our extensive Research and Development facilities mean a lot to the more than 3 million snowmobilers across the North American snowbelt. Because they're helping us set the standards for the whole snowmobile industry.



ski-doo



can-am
motorcycles

Unlike most motorcycle manufacturers in North America, we make all major components of our bikes ourselves. It must be a good idea because our Can-Am took gold medals in the International Six Day Trials two years in a row. And won the 1974 U.S. National Motocross Championship in its first year of competition. Can-Am has been roundly praised by the market and the motorcycle press alike.



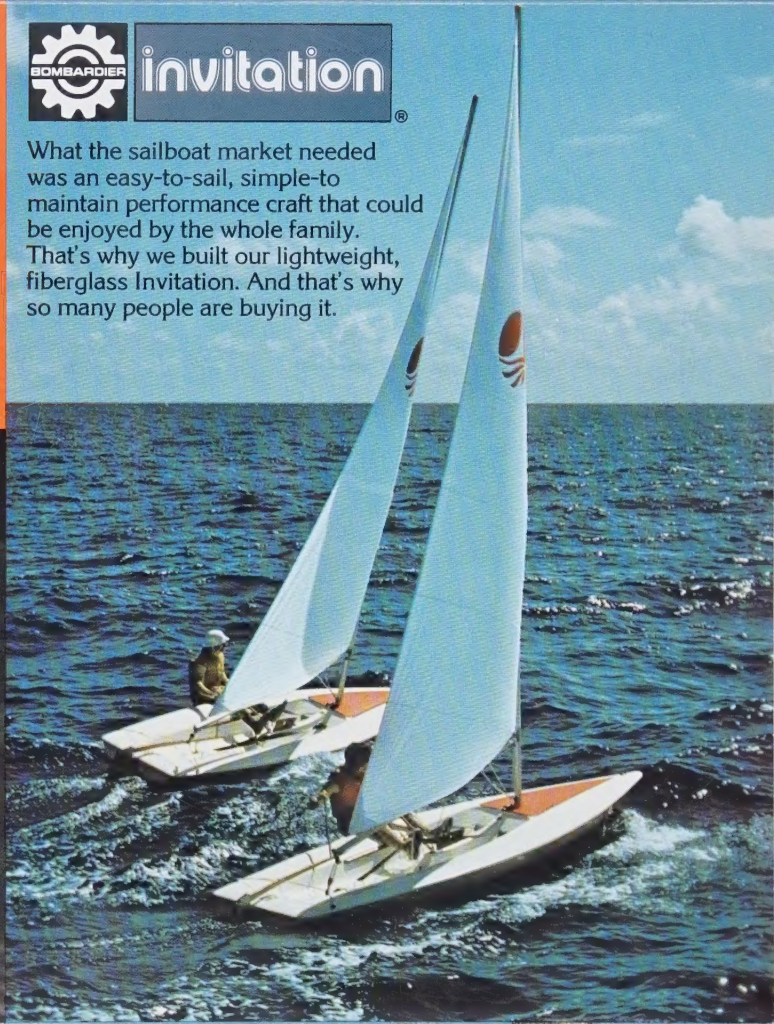
moto-ski

Moto-Ski was one of the first competitive machines to come along that we felt was designed with the same love of snowmobiling we built into our other recreational products. For this reason they're now a part of us.



invitation

What the sailboat market needed was an easy-to-sail, simple-to-maintain performance craft that could be enjoyed by the whole family. That's why we built our lightweight, fiberglass Invitation. And that's why so many people are buying it.



PUCH

As the country turns to economical wheels, we're ready with our Bombardier Puch Moped. Never has being economical been so much fun.



Bombardier, Mode Inc.

Our attractive Sportswear lines have been helping to make the outdoors a nicer place to be.

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